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# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
7 cents a copy.

BOSTON, 9 MAY, 1884.

Volume IX.  
Number 1.

WARWICK RIMS.  
RIGID \* \* LIGHT.  
OVERMAN WHEEL CO.,  
CHICOPEE, MASS.

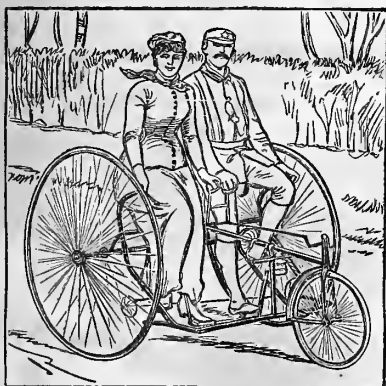
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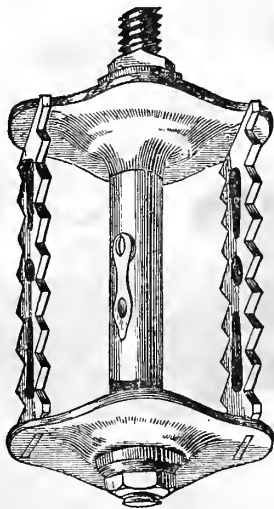
OUR ILLUSTRATED BICYCLE CATALOGUE.

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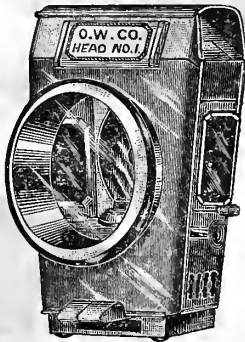
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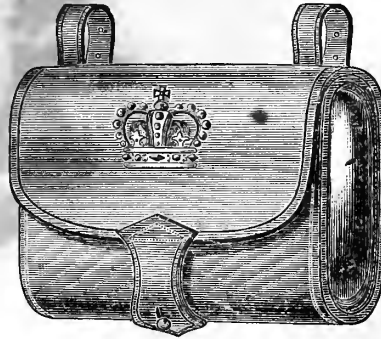
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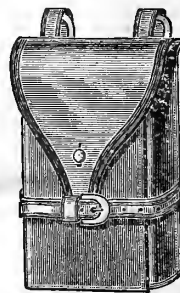
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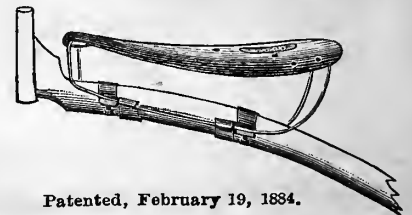
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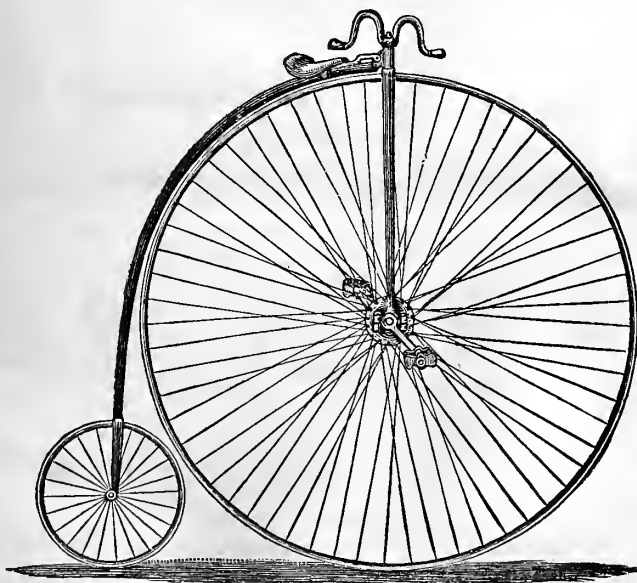
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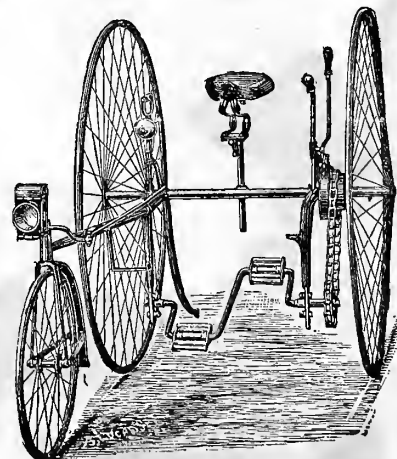
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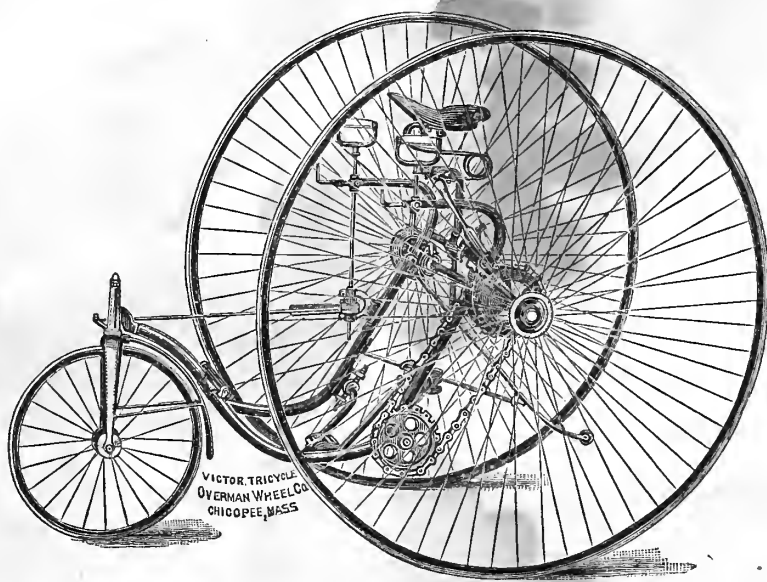
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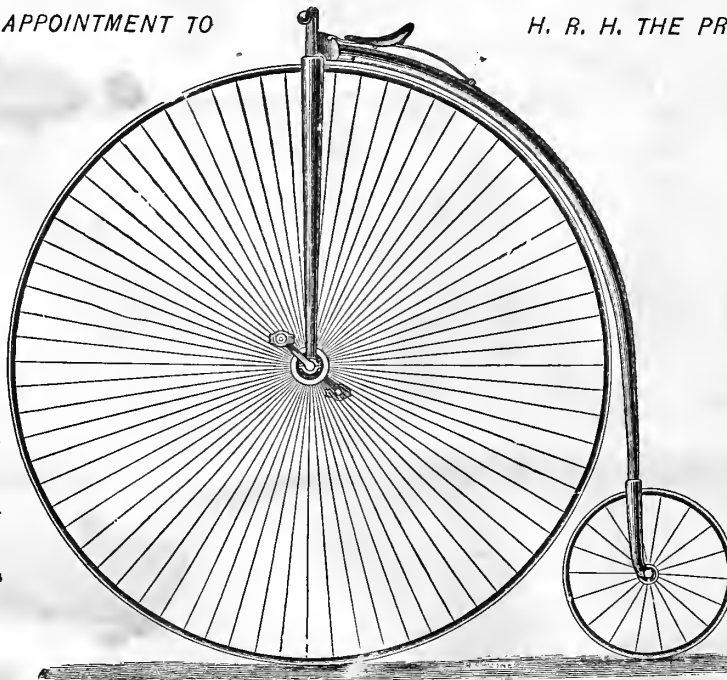
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Published every Friday

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8 Pemberton Square, Room 12,

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 Louis.

Sam'l T. Clark & Co., 4 Hanover St., Baltimore.  
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All communications should be sent in by Monday  
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BOSTON, 9 MAY, 1884.

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### THE EVOLUTION OF THE CLUB.

It is said that "nothing succeeds like success," and as we consider this a truism which allows of no dispute, we must admit that 'cycling in this country is a success beyond a doubt. The proofs of this are not only to be found in the fact that riding is tremendously

on the increase, but is also seen in the marvellous strides clubs have made in housing themselves sumptuously. England, with her vast number of wheelmen, cannot show any such proportionate enterprise in this particular line as is exhibited by 'cyclists in this country. That several of our leading clubs have built and are building quarters requiring an outlay of from \$10,000 to \$30,000, and many other are occupying houses at an annual rental of sums varying from \$500 to \$2,500, must be acknowledged, are facts demonstrating the popularity and prosperity of 'cycling in the States. When we remember the cautiousness of clubs about four years ago in renting quarters at what was then deemed an extravagant rental of a couple of hundred dollars or so, and then enter some of the elaborate and elegant club houses of these same clubs to-day, we are filled with amazement at the evidences of what enterprise and perseverance can accomplish in a short time. Verily we are a rapid people.

MASSACHUSETTS, at least, cannot afford to point the finger of scorn at the asinine Legislature of Kentucky so long as that fragment of "blue law" forbidding riding and walking for pleasure on the Sabbath day is allowed to remain on the statute books. As a component of this vast country of ours, we are very apt to pull the tail-feathers of the national bird and make him scream forth his laudation of the land of the free (?), his derision for the effete monarchies of the old world, and his commiseration for all subjects who are supposed to do little else but grovel under the "iron heel of despotism." In the face of the revival and ruling on the fossilistic law in the Dalton v. Milliken case, we are constrained to impose silence on the eagle for a time until our ponderous and journalistic brain has satisfactorily settled the disagreeable query as to whether the "iron heel" does or does not exist in this State to a certain extent. At this present writing we are compelled to acknowledge that we fear the habitation we occupy is of too fragile material for us safely to be heaving brickbats at our neighbors. We shall not pull the tail-feathers for some time to come, and we shall request the eagle to preserve a decorous silence.

For a long time we have been con-

vinced of the great future of tricycling in this country. To-day our convictions are firmer than ever that the three wheeler is taking a firm hold upon the public. Everything indicates how great a want the tricycle is filling. All our dealers report many sales, and look forward to doing a good business in that line of machines. The roads give conclusive evidence that the tricyclists are increasing with great rapidity. We scarcely ever are out on our bicycle without meeting one or more tricyclists. While there doubtless exists some prejudicial against the tricycle, it is fast dying out, and each day brings us information of some converts. The introduction of tricycles is a good thing for the trade, and it is a better thing for the sport.

MANY of our readers may, and many of them may not know that an attempt has been made to raise \$500 by subscription to replenish the impoverished treasury of the League. Some three hundred and eighty dollars was pledged, "provided the total amount of \$500 can be obtained before May 1, 1884." Notwithstanding that express condition precedent, no sooner did the first of May come and go than the following notice appeared under the list of subscribers: "Although the subscriptions fall short \$114, it has been decided to collect the amount pledged at once, and turn it over to the League." Not having subscribed to something we had no faith in, and believed an unwise move, we cannot object to the subscribers ignoring any *proviso*, and paying that which they cannot be compelled to pay. It is the spirit which pervades the entire management that we object to. If we cannot run the League honestly, fairly, and without being sharp, it is high time we gave the whole thing up.

THOUGH not personally very fond of large meets, we are exceedingly sorry that we shall not be able to attend the June gathering at Philadelphia. For our own amusement and recreation we prefer a pleasant ride or quiet nook in the club house, where a chat and a cigar while the hours with great rapidity. But the prospects of going to a hotel, or rather inn where the landlord wants you, and will try and cater to the wants of a 'cyclist, is so unusual in this country that we regret we cannot go to Philadelphia, and run down the Lancaster pike and put up at

the Devon Inn. The proprietors have sent out a letter inviting wheelmen to stop at their house, and setting forth the merits of the Devon Inn in a most attractive way. The house, it seems, is located fourteen miles from Philadelphia, on the Lancaster pike, so that one can run out from the city without a dismount.

The "celebrated," so the letter says, "Devon Inn, which was burned last August, has been reconstructed in stone, and is probably the best model of Queen Anne architecture in the United States." But mark the concluding paragraph, and ye wandering 'cyclist who has been peered at across an office counter by a supercilious hotel clerk, read and be happy. "We hope to be favored with your patronage, but will be pleased to offer you the use of our public rooms, and to take charge of your mail if stopping with us or not." If the Devon Inn is all our fancy paints it, we wish it were near Boston, which sadly needs some good suburban inn.

OUR dealers who are selling so many machines and making so much money could not do a better thing than combine their capital and establish a first-class inn that shall be the Ripley of America. We believe such a place would pay, and be a source of profit to its owners. At any rate the pleasure of 'cycling would be greatly enhanced if some cosy house always had the doors open to the tired and dusty 'cyclist.

WE cannot understand on what theory the official organ makes a club with nearly half its members non-Leaguers, a League club within the meaning of a rule which requires the entire membership to join. A club should not obtain all the privileges without paying for them. If our rules mean anything, and are worth having, they should be lived up to.

Woodside and Morgan's attempted trip from these shores to those of the Pacific coast will probably not be a wonderful success in any respect. The only people likely to be much benefited are those interested in the machines ridden by the two gentlemen. It is extremely probable that beyond Denver the trip will partake more of the character of a walking match than of a 'cycle tour. We wish them every success. We were surprised when we read that they had selected corduroy to

ride in. It is miserable cotton stuff, not fit for any one who is exercising as they will exercise and be exposed more or less to various changes, and the cooling process of stops. Woollen from head to foot is the only proper and healthful thing for a cyclist. Linen and cotton must go.

#### Bicycle Riding in the Park.

THE Pennsylvania Bicycle Club has approved the action of the Fairmount Park Commissioners in adopting a more rigorous policy regarding bicycle riding within the Park limits. The new regulation fixes seven miles an hour as the limit for bicycles. The club, upon the announcement of the action taken, met and adopted the following:—

*Whereas*, The commissioners of Fairmount Park have recently adopted a more rigorous policy regarding bicycle riding within their jurisdiction; and

*Whereas*, Their action is warranted, in our opinion, by the careless riding of certain unattached riders; therefore, be it

*Resolved*, That we, the Pennsylvania Bicycle Club, do most heartily approve the action of the commissioners.

*Resolved*, That as a club we bind ourselves to abide by these Park regulations and to do all in our power, both individually and collectively, to aid in their enforcement.

#### Woodside and Morgan.

WOODSIDE and Morgan started from City Hall, New York, 1 May. When they had crossed Broadway, gone down Park place and reached the Jersey City ferry, they had completed the first short stage of a proposed journey on bicycles to San Francisco. The initial letters of each rider's name were stamped upon his skull cap, and floating from the fore part of each bicycle was a small blue and white flag, bearing the hopeful legend, "San Francisco." It is expected that the entire trip to San Francisco will occupy about seventy days.

A despatch received from the bicyclists, dated New Brunswick, N. J., says: "Upon reaching Jersey City, walked to the outskirts, and rode to Newark, seven miles. Left Newark at three o'clock, and arrived in Elizabeth at five o'clock. The roads were very rough, and had to walk part of the distance. Pushed forward to this city, arriving here at ten o'clock. Distance by cyclometer, thirty-three miles. At 5 30 P. M., Monday, they arrived in Lancaster, Pa., 166 miles from New York. They were received by the local club, and after a short rest, pushed on to Baltimore.

#### Canandaigua.

It is some time since I have bothered you with my small trash. Thought I would let you know that we are still alive, and that wheeling in this sec-

tion is not dying out either. The demand for bicycles is increasing with the interest awakened. The British Challenge seems to be the leading wheel this season. The accessions to our club this spring are composed almost entirely of professional men. The Congregational minister has just mounted a 54-inch British Challenge. Will soon have our annual meeting and expect to send a good report. I will make mention of the first two events of the season. Last week we were called upon by Mr. C. E. Troup, of the Batavia Club, and Mr. C. D. Smith, of Hobart College, Geneva. They rode through the same day from Batavia, a distance of fifty-one miles, and were in their saddles 6h. 33m. Sunday, 27th inst., six members of the Rochester Bicycle Club, rode over from that city, twenty-nine miles distant. Mr. A. M. Bennett and Mr. J. J. Leavey were mounted on a tandem (the first seen in our streets), and Messrs. W. E. Williams, Geo. E. Maier, C. T. Hovey, and W. Chase on ordinary wheels. They encountered a heavy head wind all the way. I tried my best during the evening to divert their attention from the effects of their hard ride.

A. G. COLEMAN.

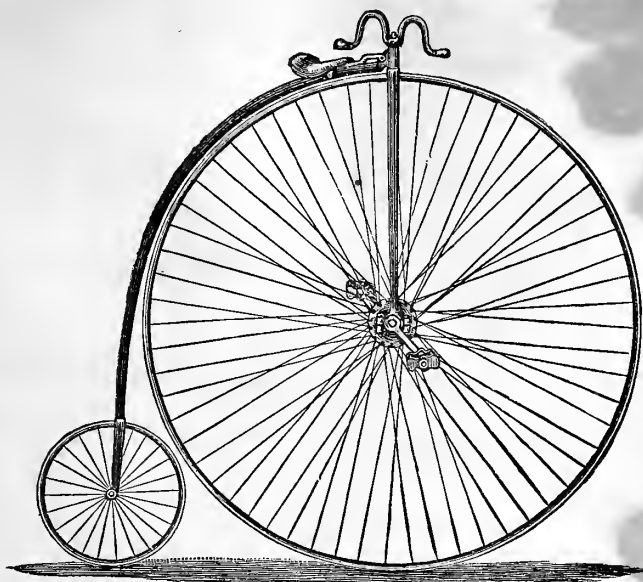
#### The Poughkeepsie Meet.

THE programme for the C. T. C. meet, to be held at Poughkeepsie, N. Y., on the 21st and 22d insts., is as follows: Wednesday, 21, business meeting at 3 P. M., banquet at 9 P. M. The *locale* of each of the above will be the Morgan House, unless the number of visiting wheelmen should exceed the capacity of the hotel. Arrangements will be made to provide for this should it occur. 22 Thursday, unfinished business, if any, will be completed in the forenoon, and the parade, review, and run will be held in the afternoon, the line to move promptly at 2 P. M. On arriving at Vassar College, a photograph will be taken, after which the run will be completed, terminating at Poughkeepsie. The chief consul will mail this week to every American member of the C. T. C. a detailed programme of the very favorable transportation arrangements which he has effected. Enclosed with the circular will be an addressed postal which each member will be asked to mail, and to state whether he will be present at the gathering or not. Favorable reports are being received from all parts of the country, and the meet, in a representative if not in a numerical sense, bids fair to be one of the most important ever held in this country.

WE have received a very neat log book issued by the Hudson (N. Y.) Bicycle Club. It has ruled pages, with blanks for everything that should be noted, and is carried in a very neat morocco case. The book sells for thirty cents and the case for \$1.00, and the club have a few left over which they will sell.



## MANUFACTURE.



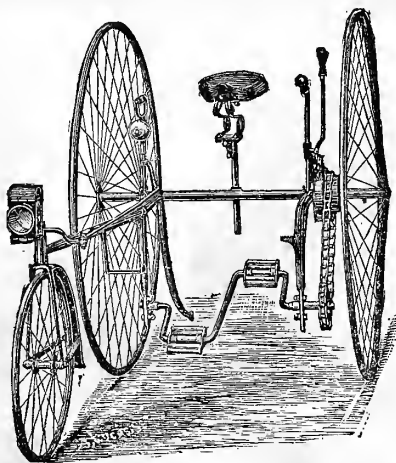
The Royal Mail.

OUR readers have of course noticed the advertisement of William Read & Sons in the columns of the WORLD. Regarding that as evidence of their real advent among the dealers, it seems fitting that a word should be said about the machines they have to offer. Their principal or leading bicycle is the Royal Mail, a well-known English machine of first-class reputation. It is unnecessary that a detailed description be given of it, but all wheelmen are interested in knowing the essentials of every machine that is placed on the market. The Royal Mail is a light wheel weighing about thirty-seven pounds for a 50-inch, with seven eighths and three fourths rubbers. In common with all light machines of the present day, it is fitted with a hollow rim, the Warwick being the pattern selected. The spokes are tangential, and are fastened together where they cross with a bit of twisted wire. The bearings are Bown's Æolus. The handle bar detachable and curved. The cranks are also detachable, and the pedals plain. The frame is of course hollow, with an elliptical backbone and semi-hollow rear fork. Andrews' head is used. In fact, in every respect the machine seems to be well up to the mark, and is sold for \$127.50 for a 50-inch, with the usual increase for larger sizes. The Oxford is a lower priced machine, a 50-inch selling for \$97.50, and looks well worth that amount.

It has Bown's bearings to both wheels, and in other respects is a good machine for the money.

In tricycles, this firm will introduce a Royal Mail of the Humber pattern, which will sell for \$180. The Royal Mail two track possesses many good points, being a double driver, front steerer, with only two tracks. The steering wheel

being off at the side does away with the necessity of the ordinary frame, and leaves the front as open as on a rear steerer. The machine is well made, with 48-inch drivers running on roller bearings. As several of them have been sold, we shall doubtless hear more fully as to their merits.



The Trade.

STODDARD, LOVERING & Co. and Stall & Burt have just issued catalogues more interesting than such documents generally are. We feel grateful to both of them for their appreciation of the BICYCLING WORLD, and the public method in which they acknowledge it.

THE Cunningham Company have just received an invoice of Salvo and Meteor sociables. This announcement will doubtless please many who have been unable hitherto to secure the desired double.

MESSRS. STALL & BURT make this week a new departure in their business. In the future they will sell the Columbia bicycles and tricycles. This fact is only of interest from an historical standpoint, the significance of which is exceedingly amusing. "Times change and men change with them."

THE H. B. Smith Machine Company is way behind its orders on Stars. Year after year the dealers fail to anticipate the market.

It has not put out any stock during the winter, expecting to build machines as wanted. It has recently built a 51-inch machine for W. W. Stall of the Boston Club, which is a model in its way. It is fitted with Invincible cones to front wheel and lever hinges. The levers are hollow and the front bar is without the jacket pipe. The most striking thing about it is that it can be run backwards as well as forwards, and has the noiseless ratchet. Mr. Stall will give it a trial this season, and discover any weak points it may possess. The Smith Company will shortly add another floor to the bicycle department, and it is hoped that next season the company will be prepared to fill orders promptly. At present all the agents complain that they cannot obtain enough Stars, which speaks well for the popularity of the machine, but is to be sincerely regretted by every one.

S. T. CLARK & Co. are doing a good business with the Club bicycle, and will turn out some fine machines this season of other makes, as this Baltimore firm now deals in all kinds of bicycles.

THE trade in New York is quite brisk. Horsman is working the Star slowly. Mr. J. L. Chapman has succeeded G. R. Bidwell as manager of the bicycle department. Pope's branch store on Warren street is doing a good business, and report an average of about four Columbias a day. Considering that three different parties are handling that machine in New York this is a good showing.

MR. E. H. CORSON is having a brisk demand for his filter drinking tube, which he calls the "Tourists' Delight," and the little accessory is very much liked.

MR. T. S. MILLER, author of "Bicycle Tactics," writes us that he has had several complaints that parties did not receive his book when sent them by mail. He wishes us to state that any person who has failed to receive the book may have another sent by applying to T. S. Miller & Co., 162 Washington street, Chicago, Ill.

MR. H. B. HART, of Philadelphia, talks very interestingly about bags, and shows us a few of them in his advertisement.

MR. W. W. STALL has been in Smithville, N. J., during the past week.

THE Cunningham Company offer two valuable prizes for one and five-mile tan-

dem races at the Ramblers' meeting on 30 May.

MR. THOS B. JEFFERY has been admitted to partnership with R. P. Gormully, of Chicago, and the new firm will be Gormully & Jeffery. The new firm have taken new quarters at Nos. 222 and 224 North Franklin street, where they will have increased room and facilities. The Ideal bicycle is becoming very popular and the manufacturers find it difficult to keep up with their orders.

RICHARD GARVEY, of St. Louis, the pioneer 'cyclist of America, has sold out his brokerage business and embarked in wheels exclusively. This is as it should be. The wheel business has now assumed a magnitude in this country that ought to place it on a plane above all side-show treatment. The Missouri Wheel Company, of which Mr. Garvey is the founder and president, occupies the largest store in the bicycle business west of Boston.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

#### Reform.

*Editor Bicycling World:*—Is it any wonder that the League is so pregnant with dissatisfaction, dissension, and discontent? Look at its position to-day! An empty treasury, its secretary ignominiously expelled, officers at loggerheads, and a general disposition to condemn prevalent everywhere. Why is this? Why is it that we can't have peace and work together harmoniously? Why is it that we should be subjected to such harsh criticism, and be made the by-word and laughing stock of non-Leaguers and the tool of mercenary pessimists? Why is it, I ask, that the hard labor put in the building up of this organization by some of its zealous admirers should be so ruthlessly torn down and trampled upon by others? Just think for a moment of the many hours of hard work given, and the numerous sacrifices made by the present treasurer and corresponding secretary for this League. His untiring efforts and his general disposition to serve the League, *for the League*, and his deserved popularity everywhere. And yet, at this momentous time, when he should have an encouraging word from all, and a disposition evinced to help him, yet, in its place, we find him openly insulted and libelled in the official organ, and his motives questioned, and that, too, by a man who should be the last to speak, and who should have observed the law of common decency and waited until he was a member of the League before attacking one of its officers? By what right, let me ask, does Mr. Jenkins declare the vote on his appeal for reinstatement illegal? and what right has he to state that it will probably be thrown out? Is he

the executive of the League? Is he one of its officers? Is he even one of its members, that he should suggest what this body should do? Are we to stand meekly by and allow insult and abuse to be heaped upon us without protecting our rights? Are we children that we cannot govern ourselves without the aid of *outsiders*? What is the prime cause of all the trouble? Who was it that slandered publicly and without provocation a large League club? Who was it that was expelled, and appealed for reinstatement? Who tried to incorporate in our by-laws the making of our treasurer and corresponding secretary in one office, with a salary of \$500 a year, and who tried to raise our dues to \$1.50? Who is this man, I ask? What are his motives? Intelligent Leaguers, draw your own conclusions! The time has arrived for reform, based on good honest government, by men who will work for the League, and *for the League only*! We are losing many strong adherents through this late unpleasantness, and it is about time that we were allowed peace and an opportunity to repair the injury. Mr. Jenkins has had all the favor that could possibly be shown him, and ample opportunity to be heard. The League have expelled him both by a minority and a majority vote of the board. Is not this enough? Now, let him step down and out like a man. He is not wanted! Therefore, let him give us peace. We need it now of all times. We have been through much, suffered much, lost much, and *gained much*! And now we ask only for peace! Let this be accorded us, and if Mr. Jenkins loves the League for the League, and has any desire to further its interests, let him withdraw from disagreeable prominence, and thereby do the League the greatest service of his life.

A. L. FENNESSY.

SPRINGFIELD, MASS., 2 May, 1884.

#### A Few League Facts!

*Editor Bicycling World:*—For some little time past the writer has been freely commended from all sides for his forbearance in not replying to the many insults that have been heaped upon him so repeatedly by a certain non-League member of the 'cycling community in the columns of a paper said to be published in the interest of 'cycling; at least it claims to be "a journal of 'cycling," flying at its masthead the banner "The Official Organ of the League of American Wheelmen," and yet during our entire experience in our sport we have never seen the League and its officers so vilely insulted by any paper, *even those not paid to say better things included*! If we can say no good of a person it is surely the wiser course to remain quiet, but when *gross* misstatements are freely scattered to the winds, it is time that some one arise in his place and show them up. Witness the following squib from the last issue of that excellent (?) publication: "It is a pleasure to note the good effect of a new board of officers in New Jersey, resulting

in fifty-seven applications this week." When we sent the list of fifty-seven names from the New Jersey division as applicants for admission to the League we congratulated the *editor of the Wheel* on the fine list as a result of the cancelled contract, and in reply received a letter in tone about like our clipping. We have the statement in *black and white* from a gentleman in New Jersey, better posted in these affairs than the estimable writer above referred to ever was or possibly can be, that *this list was the result of the cancelled contract*! More than this, the gentleman so informing us *surely* possesses knowledge of what he says that cannot be gainsaid by *any one*! The letter also contained several very complimentary allusions to our honored predecessor that it might do him much good to peruse. Now why insult Mr. Johnson and his friends in this manner? Of what use or benefit is it to the interests of 'cycling? It was recently thrown out in the *Wheel* that Mr. Johnson did not pay his dues until a late day in the previous League year. Very true, but there was a general apathy, and the League stood about stationary, and how much was this busy, bustling editor doing in those days to aid us? Ever since Mr. Johnson did pay his assessment he has been in the vanguard of our workers, and has done good and noble service for which he deserves better treatment than the "organ" has awarded him. From last issue we also clip: "It is rumored that the Springfield Club will make an effort to capture not only the presidency and secretaryship, but the 'official organ' as well. If Ducker made a failure of the big tournament, he certainly has not brains enough to handle the League." For the mere rumor the writer of this article in *Wheel* is certainly not responsible, but the latter part must have been penned by some candidate for the madhouse. Mr. Ducker is either held liable for all this activity of the Springfield Club in seeking to seize the presidency, secretaryship, and — well let's never again pronounce that disgraced name. Call it now the League circular or gazette, anything but that muddy, miry sounding combination, or else he is charged with aiming for the presidency himself; another proof, by this ignominiously expelled youth, of utter ignorance of what is actually going on within the radius of League circles, for we *know* that Mr. Ducker has no such thought even, and to-day hold a quite lengthy letter from him, in which he speaks highly of Dr. Beckwith, as the result of a pleasant call at the office of our president. Dr. Beckwith also is familiar with Mr. Ducker's views, and must have smiled at this wild utterance. It certainly does the doctor credit in showing to some who so much suspect him of being within the reach of certain influence of a dangerous and pernicious nature how far from correct they are in their opinions.

The "milk and water" editorials that have of late crowded out better and more

# STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

## THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

**SPECIFICATIONS.**—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone  $1\frac{1}{2}$  x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with  $4\frac{1}{2}$ -inch centre; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims;  $\frac{1}{2}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Parallel Bearing Hancock Rubber Pedals.

PRICE; 50-Inch, Enamelled and Nickelled, \$136.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$151.

## THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 6-inch Straight Handle-Bar, Humber Head, 1-inch and  $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts nickelled.

PRICE, 50-INCH, \$105.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

## THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, 34 lbs. The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

**SPECIFICATIONS.**—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes enamelled, other parts NICKELLED. Price, 50-inch, \$140.

## THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

**PRINCIPAL FEATURE.**—The Patent **Differential Double Driving Axle**. This is the **only perfect double driving gear** known. For full description of this gearing see Catalogue.

**SPECIFICATIONS.**—Driving Wheels, 50-inch; Running Level;  $\frac{3}{4}$ -inch and  $\frac{1}{2}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs, 64-inch and  $3\frac{1}{2}$ -inch; **Æolus** Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft,  $5\frac{1}{2}$ -inch Throw; Ball Pedals; Band Brake; Adjustable Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-Inch, \$184.

## THE APOLLO TRICYCLES.

Manufactured by SINGER & CO., Coventry.

## THE COVENTRY ROTARY, TANDEM AND CONVERTIBLE.

Manufactured by D. RUDGE & CO., Coventry.

ALL THE ABOVE MACHINES AND PARTS OF SAME CONSTANTLY ON HAND.

Good Agents Wanted.

Send for Catalogue.

# COLUMBIA BICYCLES AND TRICYCLES.

## STANCH AND RELIABLE ROADSTERS.

*The Columbia Machines in Practicability, Durability and Finish, and for General Road Use, are all that the Finest Material and Most Skilful Workmanship and Scientific Construction can produce.*

*One of the many advantages of possessing a Columbia Machine is that these Machines are made upon the*

### INTERCHANGEABLE SYSTEM,

*and in case of breakage (the best mechanical contrivance, whether bicycle or carriage, is liable to meet with accident), the owner can immediately procure a duplicate part of the Company, or of their Agents, located at all important points.*

## THE POPE MFG. CO.,

Principal Office - - - 597 WASHINGTON STREET, BOSTON, MASS.

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## THE "IDEAL" BICYCLE,

MANUFACTURED BY

GORMULLY & JEFFERY, 222 AND 224 NORTH FRANKLIN STREET - - CHICAGO, ILL

Expressly licensed by the Pope Manufacturing Co. for making high grade machines.

### PRICE LIST.

50 inch, Standard finish .....	\$72 00
48 " " " .....	66 00
46 " " " .....	60 00
44 " " " .....	54 00
42 " " " .....	42 00
38 " " " .....	35 00

Ball Bearings to Front Wheel, \$10 extra.

SOLE AGENT

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BICYCLE CEMENT.

Manufacturer of five different kinds of Alarm Bells, Color Staff, Flags, Long Distance Saddles, etc.



### DESCRIPTION

OF

### STANDARD FINISH.

*Handles* — Rubber.

*Handle-bars* — Steel, extra long, dropped at end.

*Fork* — Open, Standard Columbia pattern.

*Hubs* — Burnished gun metal deeply threaded and recessed.

*Bearings* — To the front wheel, the improved parallel globe bearing, held in globe cases; to rear wheel, cone bearings.

*Rims* — "U" Section, specially imported.

*Rubber* — Red Para, fine quality.

*Saddle* — Neat Suspension.

The head, handle-bars, spring, brake, and pedals are nickel plated; backbone, forks, and wheels, nicely varnished and gold striped.

The "Ideal" is the best and neatest bicycle made in the United States for the price. Ask your dealer for it. Every bicycle is furnished with a saddle-bag, oil can, and nickel-plated wrench.



deserving matter from the *Wheel* are so rapidly becoming the laughing-stock of the 'cycling world that they must have a passing bow from us. "No applicant after this date can receive his ticket in time to vote, although we have seen no official notice to this effect," so says the last one of these literary productions, and yet any boy old enough to read our constitution and rules would know that; better publish a copy of them and thus cover all these shortcomings. Suffice it to say, the next list of applicants which was in the hands of the editor of the *Wheel* previous to our receipt of this paper containing the editorial quoted has such a notice at its head. "The business meeting is on the 19th, and the secretary should send out the tickets on the 15th, or else have them on hand at Washington."

It is a good thing to have the "secretary" well posted, but during our connection with the League the tickets have emanated from the treasurer's office, we believe; at any rate the suggestion is surely good, and comes in very good taste and is quite business-like. [Vide editorial in *Wheel*, April 4, 1884.] We must certainly give the editor of the *Wheel* the credit of being the greatest suggestor of the age. In fact, he tells everybody else how to do their business and how to perform the duties of their offices, while if he could read the piles of letters we possess, questioning most seriously his unbusiness-like transactions of the past, he would think, as many others do, that his fences need about as much repairing as those of any living man, but we are not of the suggestive mood and leave this to another.

In *Wheel* of 25 April, 1884, in an editorial comment on the recent mail vote of the officers on the question of reinstatement, etc., this youth was so highly elated at the flattering result as to audaciously give out his ruling at once. "The whole vote is, under the circumstances, illegal, and will undoubtedly be thrown out." This from an entire outsider is the most unblushing effrontery we have ever been called upon to witness. At the date of this writing the vote has *not* been "thrown out." It clearly shows the sentiment of the officers, and he and every one else knows that the L. A. W. has no further need of him. We now find ourselves paying for a paper right along that is continually insulting us on the strength of our own payments, and it was with no slight pleasure that we read in the last issue that we had about reached the end. *What a relief.*

As to the personal attacks made upon the writer of this article, he cares not a straw, and makes no defence; his case is entirely in the hands of the officers; he has never had an axe to grind in the League, and so acts with perfect freedom.

W. V. GILMAN.

NASHUA, N. H., 5 May, 1884.

WOODSIDE and Morgan arrived in Baltimore Tuesday at 5 P. M. 243 miles.

## CURRENTS CALAMO

### Beverly Farms.

MAIDEN of Beverly, timid and shy,  
Turn not in fear or in wonder from me!  
'Tis but a wheelman, dusty and dry,  
Craving a cup of cold water from thee!

Maiden of Beverly, truth, they say, lies  
Deep in the bottomless depths of a well.  
'Tis a delusion—I drink to thine eyes—  
For truth in their purity only can dwell.

—C. R. Dodge, in *Outing*.

MESSRS. COLE and Wheeler, of the Boston Ramblers, rode from Boston to Lexington Saturday evening, in the lively time of 1h. 20m.

MISSSES ANNIE SYLVESTER and May Carlington are the latest lights in the female 'cycling fraternity. They have been training at Chicago for the past few weeks under the guidance of Frank Yates of that city, and are said to show much skill and speed in the management of their wheels.

It was Burnham that proved the best man at the reservoir, and not Morgan, as we stated last week.

THE latest notable accession to the ranks of 'cyclists is A. H. Siegfried, editor of the Chicago *Daily News*, who has recently purchased a Dual Convertible.

OUTING AND THE WHEELMAN for May contains a finely illustrated paper on "Salmon Fishing"; the first instalment of President Bates's "The Great Canada Bicycle Tour"; "My First Wheel," by Paul Pastnor; "Love in a Camera," by Henry W. Holland; "The First Tricycle Run over the Alps" (illustrated), "Mexico" (illustrated), and many other articles of interest to wheelmen and the friends of relative athletics.

In the *Bicycling News* of 11 April there is the first part of a capital account of a tour taken in Switzerland last autumn by four members of the Belsize (London) Bicycle Club. The map of this tour is a good one, and we advise all American riders who think of touring abroad this summer to procure it. We happen to know that the author of the account is one of the greatest and most thorough-going lovers of touring in England, and that his yearly excursions on the Continent are carefully planned and consistently carried out.

EDWIN OLIVER, of New York, has gone abroad.

MR. JOHN M. FAIRFIELD, of Chicago, Ill., formerly vice-president of the League, has removed to Corry, Penn.

OVER \$700 has been subscribed by Louisville, Ky., wheelmen and their friends, to test the legality of the bill prohibiting bicyclists using the highways, should it become a law.

THE summer tour of the Indiana University will embrace a trip on bicycles through England, France, Germany, Switzerland, and Northern Italy. The party will sail from New York, 14 June,

and return 1 September. Twenty riders will participate, and the expense will be \$350.

THURSDAY, 8 May, Ed. Maxwell, Ed. Barnett, Stanley Myers, George Kepsay, and Arthur Worthington, members of the Springfield (Ohio) Bicycle Club, started on their wheels, by way of the National pike, for the city of Washington. The party will pass through Columbus, Zanesville, Wheeling, Chambersburg, Washington, Pa., and Hagerstown, Md., and will arrive at their destination about 16 May, in time for the meet.

FOR fifteen years the city weigher of Salem has suffered with paralysis in both legs, making it impossible for him to walk unaided, or even to lift his legs, and even with the aid of a crutch it was exceedingly hard to drag himself along. As an experiment, he was advised to try tricycling. Incredible as it may seem, he became a tricyclist, and can propel his machine as well as many who have the perfect use of their legs. He has the sufficient strength to push down upon the pedals, and as one pedal goes down, the other pedal lifts the other leg. He rides his tricycle to and from his office daily, and has ridden all over the city, attracting great attention, for he is one of the old pioneer ship captains of Salem, and is personally acquainted with almost everybody in the neighborhood. Recently he made a trip to Swampscott, on his tricycle, a distance, out and back, of eight miles, but he was assisted by a bicyclist, who, connecting the bicycle and tricycle by a rope, towed him part of the distance. The city authorities contemplate erecting a little house for the machine near his office. — *Herald*.

WE have had to lay over a lot of interesting matter till next week. We shall soon need twenty pages.

## Bicycles and Tricycles in Theory and Practice.

### II.

LECTURE DELIVERED BY C. VERNON BOYS, A. R. S. M., AT THE ROYAL INSTITUTION, LONDON.

By far the most curious and utterly unintelligible of all machines of the bicycle type is Mr. Burstow's "Centrecycle." So incomprehensible did this machine seem to me that I took the trouble one afternoon last week to ride to Horsham to see it in its native place. A careful examination has convinced me that it is not only correct in its design, but that it is in many respects the most wonderful cycle at present made. There is on the table a model Plympton skate. When this is level, it runs straight; when inclined either way, it wheels around in a manner that was so familiar a few years ago. The four wheels of the Centrecycle are a counterpart of the four wheels of the skate; when the frame leans either way, they turn in an appropriate manner, or, conversely, when they



turn, the machine leans in the proper direction. It might be thought that a thing with five wheels is more nearly allied to a tricycle than to a bicycle; but this is not so, for the Centrecycle, when ridden skilfully, has rarely more than one wheel on the ground; the leaning to one side in turning a corner (tricycles unfortunately must remain upright), and the general action is essentially that of a bicycle. The great peculiarity of this machine is the power that the rider possesses of raising or lowering any wheel he likes. Now that I have mounted it you will see that I can rest on one, three, four, or five wheels as I please. In consequence of this power of lifting the wheels, a rider can travel over an umbrella without touching it, lifting the wheels as they approach, and dropping them as they pass, after the manner of a caterpillar.

WHATEVER difficulty I may have had in doing justice to the bicycle, the corresponding difficulty in the case of tricycles is far greater. The number of makers and the variety of their work is so great that it would be sheer madness on my part to attempt to describe all that has been done. Those who wish to see the great variety of detail which chiefly constitutes the differences between one make and another must go to one of the exhibitions of these things which are now so common.

All I shall attempt will be an explanation of the leading principles which are involved in the design of a tricycle. For this purposes it will be necessary for me to mention occasionally some particular machine; but in justice to the hundreds to which I cannot even refer, I wish it to be understood that those named, though typical, are not of necessity better than any other.

Till a few years ago the bicycle was the only velocipede which was worthy of the name. Inventive genius and mechanical skill have given rise to a series of machines on three wheels on which any one can at once sit at ease, and which require but little skill in their management. Men who do not care to risk their necks at the giddy height of the bicyclist, ladies to whom the ordinary bicycle presents difficulties which they cannot well surmount, each find in the tricycle the means of obtaining healthy and pleasant exercise, and of enjoying, to a certain extent, the advantages which the bicycle affords. Thanks to the perfection of the modern tricycle, 'cycling has become one of the most popular institutions of the day.

It is first necessary to know what combinations of three wheels will, and what will not, roll freely round a curve. The few possible arrangements determine the general forms which a tricycle can take. A wheel can only travel in its own direction; no side motion is possible without the application of considerable force, entailing strain and friction of a most injurious kind. In any combination, then, of three wheels, each must be able, in spite of the united action of the other

two, to move in its own direction. There is on the table a model in which the three wheels can take every possible position. To begin with, two large ones are placed opposite to, but independent of one another, and parallel, and a small one, parallel to the others, is mounted between them at one end. This arrangement rolls along in a straight line with perfect freedom; on twisting the plane of the third wheel it is also free to roll round a curve whether the little wheel is before or behind. If I shift the position of one of the large wheels so that, though still parallel to, it is no longer opposite the other, then, though they can freely move in a straight line, they can by no possibility be induced to roll round a curve. It is clear, then, that two wheels that are parallel cannot be employed in a tricycle unless they are opposite one another. The only class of people who frequently appear to be familiar with this fact are nursemaids, who always tip up the front of a perambulator in turning a corner.

If one wheel is in front and another behind a third, the combination can only roll round a curve when the front and rear wheel are turned to proportionate extents in opposite directions. The model is so arranged now; if either of the little wheels is not turned to exactly the right amount, they can no longer roll, they can only be dragged round a curve. It is not sufficient that two parallel wheels should be opposite one another, they must be able to turn at different speeds. I have now the two large wheels keyed on the same axle, so that they must of necessity turn together; this combination is ready enough to go straight, but no amount of encouragement by the steering wheel will induce it to go in any other direction.

Bearing these facts in mind, it will not be difficult to follow the development of the tricycle. It would seem impossible in the first arrangement (that with two wheels opposite one another, and a third or steering wheel before or behind between them) to drive both sides, for the wheels must be able to turn at different speeds; let therefore one be free to go as it pleases, if the other only is driven, we have at once a very common form of tricycle, in which one wheel drives, one steers, and one is idle. Machines of this class have many defects. The feeble steering power, combined with their unsymmetrical driving, render them altogether untrustworthy. If any power is applied to the driver, which can only have its share of the weight upon it it slips on the ground; if the machine is quickly stopped, owing to the small weight on the steering wheel, it is apt to swing round and upset; nevertheless, those who are content with pottering about on our wood pavement and gravel roads find this class of machine answers their purpose, and owing to their cheapness and simplicity they do not care to get a better.

Nashville, Tenn.

At a session of the city council held 28

April, the city attorney, J. C. Bradford, and the board of public works and affairs reported adversely on the petition asking that the use of bicycles on the streets be prohibited by ordinance. The city attorney's opinion was as follows:—

"The power of the mayor and city council to enact an ordinance prohibiting the use of bicycles on the public streets of the city is, to say the least, extremely doubtful. The bicycle is not a nuisance *per se*, any more than many of the vehicles in common use, and unless it can be shown that their use constitutes a great danger to the public safety or convenience, it would, in my judgment, be the unnecessary exercise of a very doubtful power to pass an ordinance of the character prayed for in the written petition.

J. C. BRADFORD,  
City Attorney.

The recommendation of the board of public works was as follows:—

"The board of public works and affairs concur in the opinion of the city attorney, and respectfully recommend that the prayer of the petitioners be not granted."

T. A. ATCHISON,  
Chairman.

The recommendations were concurred in by the council, and the petition rejected.

#### St. Louis.

BEEN having villanous weather for 'cycling out here. Two new clubs formed, both claiming the name of St. Louis Bicycle Club. One of them started to get an injunction on the other to keep them from using the name, and the other filed papers for incorporation, being met as promptly by a remonstrance and counter file from the first club. The judge said he'd be derved if he knew the law in such a case, so the matter is referred over till next week, and we all have a happy time generally.

Eight 'cyclers from different clubs rode down to De Soto (fifty miles) Saturday night on the train, so as to have a good ride back next day. We always take three or four tender-feet on this run, and enjoy the look of blank astonishment and profound disgust which crosses their faces when they see the hills with a road bed as smooth as asphalt, but so steep that not one in ten (of the green ones) can even coast them, let alone climb up. I wish we could get Corey out here, we'd open his eyes on hill climbing. We stayed all night at De Soto, singing songs, till a vile Eclipse Club man drew a picture of a very small Chinese baby, with a pig-tail, and a very large squall on its countenance, and, labelling it "please stop," passed it to the performers. It gave one of them the cholera morbus—no infantum I mean,—and he slept badly all night, and next morning he related a dream which was as follows:—

"As I was going down Fourth street, I met Bob, who had a gearing on his Xpert which enabled him to do a mile in about two minutes (or less). He persuaded me

to get on, and the thing commenced to run away. In a moment of confusion I turned the corner of Walnut, and started down the steep pitch into the river.

"The more I put on the brake the faster it ran, and I had just time enough (after several frantic attempts) to get one leg over the handle, when I struck a sewer at the Commercial street crossing, and was thrown clean over the block on to the levee, down which I slid and landed in the river, with my feet in the stomach of the Chinese baby, which cried plaintively, 'Please stop.' I was only too glad to stop, so I woke up with my heart in my mouth and my feet in (Tom Reynolds's) stomach. It was he that said 'Please stop,' and further added, 'I wish to thunder you'd quit dancing a jig on my diaphragm. You've broke four bones in my liver, and put my gizzard out of joint. What the devil did you eat for supper?'"

Well, after breakfast we all started out, and the secretary of the Friscos distinguished himself first thing by trying to ride through a creek thirty feet wide. We veterans smiled, but kept silent. We'd been in that creek before, and we were there to see the fun anyhow. He got to the middle where the water was good and deep, got stuck, made a wild rush, struck a hidden rock, and "capsized" with an unearthly yell, amid the plaudits of the entire audience.

The water was only deep enough to wet the bottoms of his pants,—if he'd only gone in feet first. We pulled him out by the hair, dove for his bike, and sent him on ahead to explore the next creek, as he was already wet. But he seemed to dislike the idea, and positively refused to serve. We got to "Bulltown" (euphonious name that) about dinner time, laid on the grass about three hours, and then pulled out for home. We got there at 6 P. M. went round to "Cherokee," and eat four gallons of smearcase, with other things in proportion.

Only one man perished. Poor Jack! We found him lying on the grass one half mile out of Carondelet, attentively studying a hole in the ground. Said he'd always heard that frogs lived in those holes, and he was going to find out if he had to wait all night for the dern thing to come out. We have n't seen Jack since, so I suppose the frog has n't come out.

E.P.H.

L. E. C. W.

A WELL-KNOWN fact is stated, I think, when I say that since the formation of the L. E. C. W. it has been known as a wide-awake, active and harmonious body of wheelmen.

That it has greatly increased the interest of 'cycling in the county is undoubted.

Among the present board of officers there are some who want a change—uneasy fellows there always are—from the old-established order of things, and they, having already submitted the following to the board of officers, ask its

consideration by their brother members and 'cyclists at large:—

First. That the long name of the League of Essex County Wheelmen be dropped for the more euphonious one of Essex County 'Cyclists.

Second. The membership, which heretofore has been for amateur bicyclists of the sterner sex only, be enlarged in scope so that any 'cyclist, male or female, amateur or professional, in Essex County of otherwise good standing may be eligible for membership.

That such a change is possible the National 'Cyclists' Union of the United Kingdom is cited. That association, founded in 1878 as the Bicycle Union, amalgamated with the Tricyclists' Union, and in 1883 taking its present name, has now a membership of some 6,000, and, if, all accounts are true, is a power not to be despised in its own country, and I have yet to learn that any amateur has injured his or her standing by becoming a member.

To quote an authority in such matters, "You can eat, drink, and sleep with a professional without harm, you go over the border when you contest with him," and again "if they (professionals) are good fellows they will do you no harm, if not, keep them out on their merits."

There's the whole thing in a nutshell. The radicals believe that the proposed changes will be for the good of the association. They believe that with the growth of 'cycling the association can enlarge its sphere of action, and become a power in other matters than merely the promotion of good-fellowship, and to encourage and facilitate touring.

It's a bold step for our county association to take undoubtedly: perhaps we should wait for others of larger growth and more power, but "nothing venture, nothing have," and now, brethren, I'll allow I am open to conviction, even if I sign myself as a

RADICAL.

## RACING NEWS

THE Springfield Bicycle Club propose, if they can get a three years' lease of the Hampden park half mile track, to change it so that it will be more suitable for wheel races by coating it twenty feet wide and about six inches deep with cinders. The plan is to finish it in time for the tournament 2-5 September. This change would cost \$1,200 to \$1,500, but would give a far better track for the purpose than the mile course affords. Less jarring is experienced in wheeling over cinders than over clay, and in case of rain the track would dry quickly. If the changes are made, the home stretch will have to remain as at present, so as to be fit for horse racing. This stretch, however, was well hardened by the club last fall, and to put it in satisfactory condition for the bicycles, after the trotters have had their turn this fall, it will only be necessary to scrape off the soft top dressing that the Hampden Park Association will apply.

At the meeting of the Yale Bicycle Club, held last week, a committee was appointed to arrange a new date for the spring races, as the Brown-Yale game will occur 21 May. 3 June will probably be adopted as the date.

At the games of the Brookline High School, held at Brookline, 30 April, the half mile bicycle race was won by W. K. Corey, a brother of the noted amateur of that name.

THE Smithville (N. J.) Star Bicycle Club has challenged the Capital Bicycle Club, of Washington, to a polo game, two contestants from each club participating. Rex Smith and Will Robertson will represent the latter club, and the contest will take place at the Washington Athletic Park, 16 May.

FRAZIER was seen a few days since on his new racing machine, going around the one eighth mile track at Smithville, at a three-minute gait. Mr. Frazier is said to have improved very much since last year, and to be in good trim for the coming racing season; he has grown a little taller; he is confidently expected by his friends to lower the record, and it is even asserted that 2.40 will probably be reached. Chickering is doing finely, and a new man is coming out who is expected to give Frazier a good rub before the end of the year.

We understand that Mr. Claflin having entirely recovered from the effects of his fall, will represent his college at the inter-collegiate games, and will compete in the one mile tricycle at the Harvard Club's meeting. We are informed that he will compete on a Traveller.

Much interest is felt in the coming polo match on Stars, between Washington and Smithville, two men on each side. Washington expects to win, as her champion is very expert, and his companion is almost as good a player. It is said that he can strike the ball, and throw it into the air, so that a person standing on the floor can catch it. This new game should be very interesting.

Annual races Capital Bicycle Club at Washington. Open events, one-mile handicap, three-mile handicap, one-mile scratch for novices. Prizes, gold medals, valued at \$35, silver valued at \$15. Entry fee, \$1.00 for each event. Address Dr. H. M. Schooley, chairman handicap committee, 919 G Street, Washington. Entries close at 12 M., 15 May.

The invitations to the Harvard Bicycle Club's races will be sent out this week. We hope none of those who receive them will forget that in every case they must be answered. If any rider fails to get an invitation, and wishes to be entered, the race committee beg us to state that they will be very glad if any such rider will write to Mr. F. Winthrop White, Hon. Secretary H. B. C., 10 Gray's Hall, Cambridge, when his request will be immediately considered.

Again must we sing the praises of the great body of the "unattached." Not

a single unattached rider has so far as is known given any trouble to the workmen on the Harvard track, by insisting on riding on it, nor has any unattached rider ridden on it without permission. But in contradiction to this pleasing behavior the action of a certain club in practising without permission at five o'clock in the morning seems rather wanting in good taste.

The Manhattan Club track on which the intercollegiate championships are to be run is very long and narrow for its size (one quarter mile), and the corners are so bad that no fast time can be made.

We hear that Mr. Alanson Bigelow, Jr. (formerly H. B. C.), and Mr. C. F. Haven propose to accept the Harvard Bicycle Club's invitations to race on 31 May.

E. A. THOMPSON, a well-known athlete and bicycle racer, has given up athletics by advice of his physician.

In the recent race for tandems, which we spoke of in our last issue, Mr. H. N. Corsellis and Mr. H. J. Webb on a Humber won in the fast time of 3m. 7½s. Mr. S. Lee and Mr. C. D. Vesey, on a Coventry Rotary, were second, ninety yards away from the winners.

We have lately seen a photograph of the start in the Surrey ten-miles challenge cup race last autumn, which Mr. Liles won over Gaskell and Brown. The starters were Brown, Gaskell, Liles, Perry, Speechely, Thorn, Wadey, and H. P. Wilson. It is noticeable, as we wrote about the professionals, that with the exception of Gaskell, Wilson, and Thorn, all the racers have bent handle bars.

MR. GEORGE LACY HILLIER, ex-amateur champion of England, has lately reappeared on the path, not, alas, on his favorite Humber, but as — "to what base uses may we return" — a walker and runner!

MR. C. E. LILES is thought to be the coming man this year in the English championships, notwithstanding that Mr. H. W. Gaskell will press him hard in the one and five miles, and Mr. W. F. N. Buckeley of Oxford University, if he rides, in the longer distances.

MR. F. SUTTON, the five-mile amateur champion of England, is not at all popular over there, and, as it seems, justly so. In a late number of the *Bicycling News* he is the subject of such a scorching editorial as no English amateur champion ever was before. From what we know of Mr. Sutton we should be very sorry to see him come over here, however much we might like to see him exhibit his wonderful riding abilities.

THE one-mile professional championship race of England was won by R. Howell on the Molineux grounds, 16 April, in the rather slow time of 3m. 11½s. H. O. Duncan finished second, with F. DeCivry a close third. The one-mile handicap run on the same day was won

by R. James, who, with a start of seventy yards, covered the remainder of the mile in 2m. 37½s. Howell, the scratch man, rode at a tremendous pace, and succeeded in passing all his competitors excepting James, who finished two lengths ahead of him. Howell's time for the mile was 2m. 47½s.

## WHEEL CLUB DOINGS

THE Ramblers have issued circulars giving the route and details of their four days' run, which will be started 14 June. The distance to be covered each day will be about thirty-five miles, which is as nearly as possible adjusted to the abilities of the average tourist. The expenses have been figured as closely as possible, and will not exceed \$7.00 for each participant. A cordial invitation to participate in the run is extended to all wheelmen, whether club men or not, and it is hoped that a large party will be assembled at the Ramblers' rooms on the afternoon of 14 June. The circular can be had of Mr. E. G. Whitney, 106 Dartmouth street, Boston.

KANKAKEE (ILL.) BI. CLUB. — New officers: President, Clarence E. Holt; secretary and treasurer, Frank E. Drake; captain and vice-president, Arthur B. Holt.

THE exhibition given in the Lowell Skating Rink last Thursday evening, 1 May, under the management of N. G. Norcross, was a most successful affair. The programme included fancy skating and bicycle riding on the American Star by Messrs. Burt Pressey and Fred. Lester, their exhibition of double riding being the best ever given here; but the event of the evening was a game of polo between Pressey and Lester. This proved to be a most amusing as well as exciting feature, as in the rushes made for the ball it seemed impossible to avoid a collision, but at no time did the riders lose control of their wheels. The first goal was won by Lester; the ball catching in his little wheel, he rode through the goal with it, amid loud applause. The second and third were each taken by Pressey, after some very skilful playing. Polo on bicycles, although a novel feature, bids fair to become very popular. The game Thursday evening was the second of the kind ever played, the first being contested a short time since in Washington, D. C., between Messrs. Smith and Robertson.

AT a recent meeting of the Rockford (Ill.) Bicycle Club Mr. Frank P. Collier was elected president in place of F. L. Lake, who recently resigned. The club have rented club rooms in the Rockford National Bank building.

TORONTO CLUB. — New officers: Jas. B. Boustead, president; R. H. McBride, vice-president; N. R. Butcher, secretary; C. E. Lailey, treasurer; A. E. Blogg, statistical secretary; A. F. Webster, captain; P. E. Doolittle, first lieutenant.

THE Stars of Lynn, gave a club drill at the opening of the new skating rink in Wakefield, 30 April, before an audience estimated at 2,500 people. Monday evening, 5 May, they also appeared at the opening of the new Peabody Rink.

THE Amesbury Bicycle Club held a meeting Monday evening, and elected the following officers: F. W. Merrill, president; A. F. Greenleaf, secretary and treasurer; A. F. Greenleaf, captain. The club has a membership of seven.

## 'CYCLISTS' TOURING CLUB

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE annual gathering of the members of the American division of the C. T. C. will be held at Poughkeepsie, N. Y., on Wednesday and Thursday, 21 and 22 May next when it is hoped that every member who possibly can will attend. The date has been fixed for immediately after the meet of the national organization at Washington, so that those members who belong to both clubs can attend each. The programme will be: On the 21st, annual business meeting and annual dinner; on the 22d, a twenty-mile run to various places of interest in the Poughkeepsie suburbs and vicinity. The business meeting will be most important in connection with C. T. C. interests in this country, and will be called on arrival of the train from Washington, so that all who wish may attend.

THE eighth annual Harrogate Meet will be held on Monday, 4 August, 1884. The chief consul has arranged with four of the leading lines of steam-ships for the club reduction in rates, so that members (only) can obtain return tickets to Liverpool or London and back, good for twelve months, for from \$100 to \$150, according to location of stateroom. For choice of staterooms, early application is desirable.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): J. H. Addington, 300 Main street, Buffalo, N. Y.; J. W. Coffin, 4 Park street, Newburyport, Mass.; J. Q. DeKlyn, 41 Euclid avenue, Cleveland, Ohio; Rev. S. E. Eastman, Park Place, Canandaigua, N. Y.; E. B. Forney, 1608 Fourteenth street, Washington, D. C.; Dr. J. J. Putnam, 63 Marlboro' street, Boston, Mass.; R. W. Pillsbury, Derry Depot, N. H.; E. T. Pettigill, 2036 G street, Washington, D. C.; E. W. Patison, 305 Olive street, St. Louis, Mo.; Moorfield Storey, 40 Water street, Boston, Mass.

APPOINTMENTS. — Consul for York, Pa., J. E. Small, 106 Market street; consul for Niagara Falls, N. Y., Neil Campbell, Cataract Bank; consul for Canandaigua, N. Y., Dr. A. G. Coleman.

## FIXTURES

Saturday, 17 May:

Capital Club races at Washington. Entries close 15 May to race committee, 919 G street, Washington, D. C.

Monday, 19 May:

Fifth annual meet of the L. A. W., Washington, D. C. Officers' meeting. Business meeting.

Tuesday, 20 May:

Second day of fifth annual meet of L. A. W. Parade, races, and banquet. Entries close 15 May with Abbott Ba-sett, 8 Pemberton square, Boston. Fee \$1.00.

Wednesday, 21 May:

Annual meet of the American branch of 'Cyclists' Touring Club, Poughkeepsie, N. Y. Business meeting and dinner.

Thursday, 22 May:

Second day of C. T. C. meet. Twenty-mile run, etc.

Friday, 30 May:

Chicago, Ill. Meet to form Illinois State division. Meet of Essex County Wheelmen at Salem, Mass. Race meeting of Boston Ramblers. Entries close 27 May to C. S. Howard, Box 4, Boston.

Saturday, 31 May:

Harvard Bicycle Club, races, Cambridge, Mass.

Tuesday, 17 June:

Quaker City Bicycle Club, tournament, Philadelphia, Pa.

Wednesday, 18 June:

Second day of Philadelphia meet.

Thursday, 19 June:  
Third day of Philadelphia meet.

Sunday, 13 July:

Niagara to Boston tour. Leaves Chicago on evening train. Leaves Detroit next morning, arriving at Niagara Falls in afternoon. Tour leaves International Hotel, Niagara Falls, morning of 15 July. Wheelmen invited. Description of tour with map furnished, on application to M. E. Graves, general agent, 207 Broadway, New York, or B. B. Ayers, manager, 185 Michigan avenue, Chicago.

Monday, 18 August:

Annual meet Ohio division L. A. W., Cleveland.

Tuesday, 19 August:

Second day Ohio meet.

'CYCLIST RECORD BOOK.—An ingeniously ruled pocket-book for keeping time, distance, roads, weather, etc., while on the road. Cloth, thirty cents; roan, fifty cents. C. D. Batchelder, Lancaster, N. H.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—A 48-inch Special Columbia, full-nickelled, with cyclometer, price \$65; a 46-inch Special Columbia, half-nickelled, price \$60; ball bearing front wheels. BOX 407, Wappinger's Falls, N. Y.

**FOR SALE.**—A 56-inch D. H. F. Premier Semi Racer, good as new, drop handle bar, Hancock's non-slipping tires, bell, bag, long-distance and racing saddles; cost \$140, sell for \$80. Address, A. SPARROW, 70 Clifford street, Providence, R. I.

**BICYCLES WANTED.**—We will pay spot cash for second hand bicycles. Send description, finish, kind of bearings, price, and state if any repairs needed. GUMP BROS., Dayton, Ohio.

**FOR SALE.**—Coventry convertible tricycle, can be used either as a single or double, only used one season, ball bearings all over, including pedals; cost \$235, will sell for \$175; a bargain for a person wishing a good single and sociable tricycle. Address, P. O. BOX 3417, New York City.

**FOR SALE.**—Last year's Victor tricycle, in good order, complete, with bell, lamp, etc., \$110. T. B. RAYL & CO., Detroit, Mich.

**\$100 COVENTRY ROTARY TRICYCLE.** balls all round, in perfect order. At HEDGER'S, No. 8 Church street.

**FOR SALE.**—A Victor tricycle of last year's pattern. In good order, \$125. Address X, this office.

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LUGGAGE CARRIER and TOOL BAG.

Send for Illustrated Catalogue. Mention this paper.

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AT

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Bicycle, and One-Mile Tricycle,

WILL BE RUN AT

WASHINGTON, D. C.,

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Entries \$1.00, to

ABBOT BASSETT,

8 Pemberton Square, Boston, Mass.

Races open to League members only. Send League number with entry.

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**58-INCH BRITISH CHALLENGE.** Enamelled. Ball Bearings. Both wheels and pedals. Extra large Gun Metal Hubs, 30-inch Handle-Bars. Egg-Shaped Handles. Bicycle was made to order for owner, but is too large for his use. Will be sacrificed at \$140.

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OF THE

### Boston Ramblers' Bicycle Club,

FRIDAY AFTERNOON, MAY 30, 1884,

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Consisting of ORNAMENTAL ARTICLES, and GOLD and SILVER MEDALS, to be awarded in the following events:—

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One Mile Club Championship.

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Ten Mile Straight Away.

Five Mile Professional Race for Cash Prizes.

All the above events, with the exception of the Club Races, are open to all Amateurs.

For each event an Entrance Fee of ONE DOLLAR will be charged, which will be refunded to starters. Entries close May 27, 1884, with

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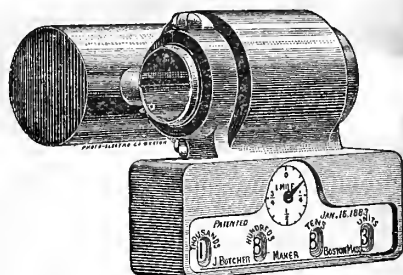
If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

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IS  
ALWAYS RELIABLE,  
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Can be Read from the Saddle.



It registers to ten thousand miles and then returns to zero. It weighs less than twenty ounces. The weight which holds the dial always upward can be easily removed and a lamp substituted in its stead.

In ordering, mention size and make of wheel. Price, \$10.00. Send P. O. Money Order or N. Y. Bank Draft, payable to the

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## HARWOOD'S ADJUSTABLE SAFETY STEP.



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We are ready to take orders for an Adjustable Step to fit any style of Bicycle.

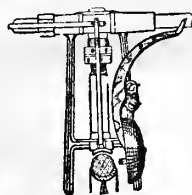
Wheelmen in ordering will give diameter of backbone at the point the step is to be placed. Send stamp for circular.

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Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;  
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The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated

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With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

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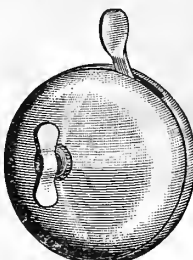
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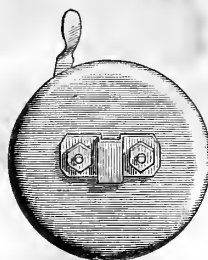
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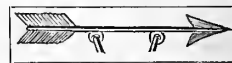
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LEAGUE OF AMERICAN WHEELMEN'S



L. A. W.



Pat. Sept.  
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Now ready. Buy it, and learn the history of the Star. It contains engravings of the author and the inventor of the Star. It tells how to become a perfect master of the Star; how to do all of Burt Pressy's trick-riding; all about touring, care of the Star, rights of wheelmen, and a lot of other valuable information. Equally valuable for the crank rider.

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The "American Club" and "Club" Bicycles,

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A FULL LINE OF BICYCLE HELMETS, SHOES AND ENGLISH SUNDRIES.

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The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

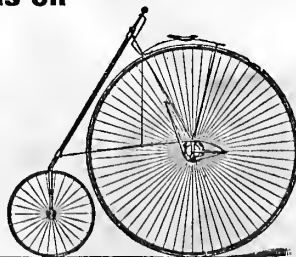
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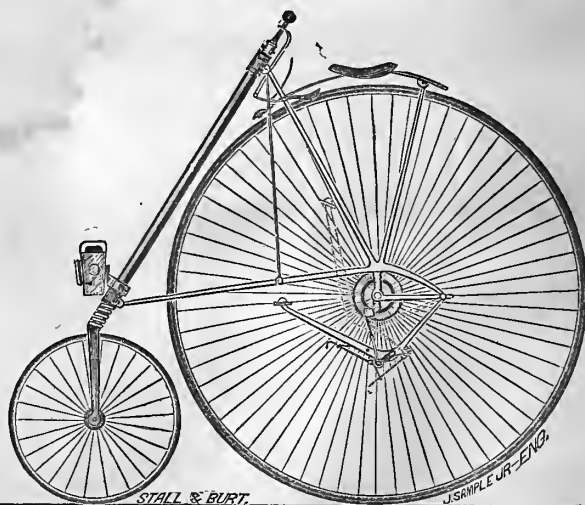
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BOSTON, 16 MAY, 1884.

Volume IX.  
Number 2.

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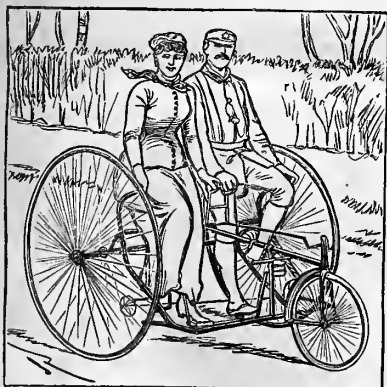
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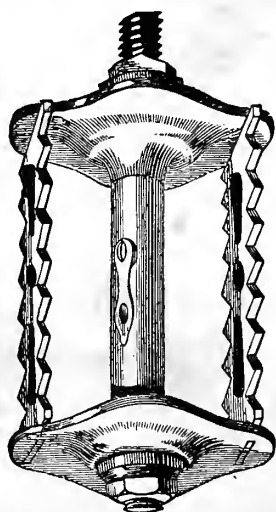
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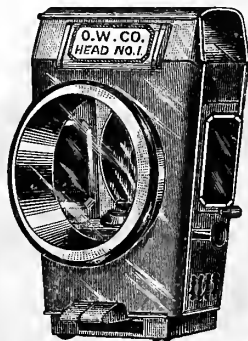
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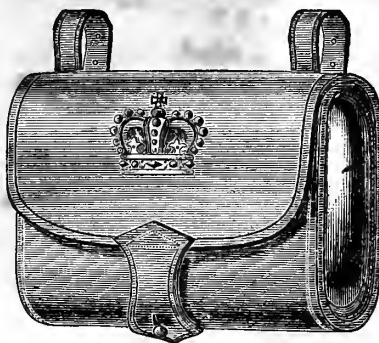
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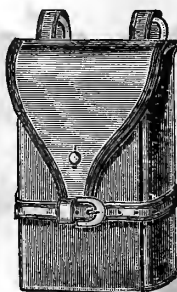
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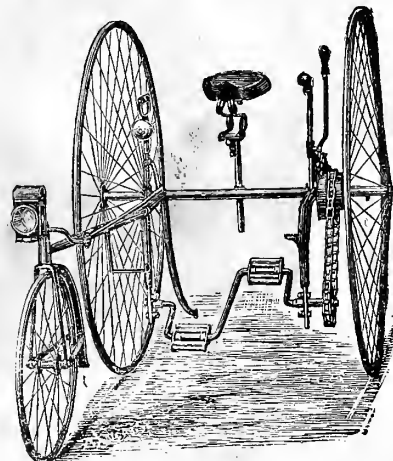
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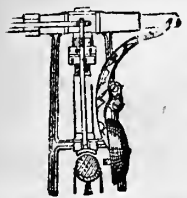
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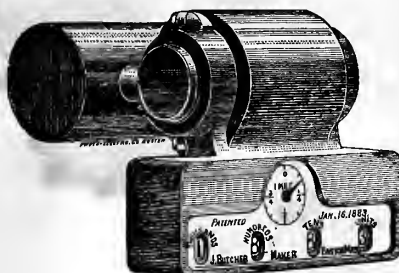
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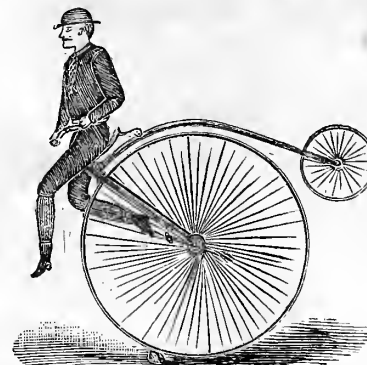
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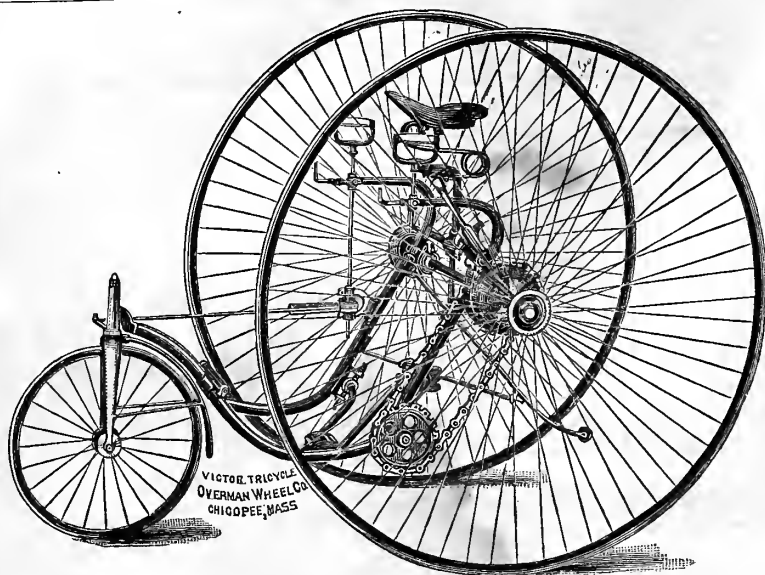
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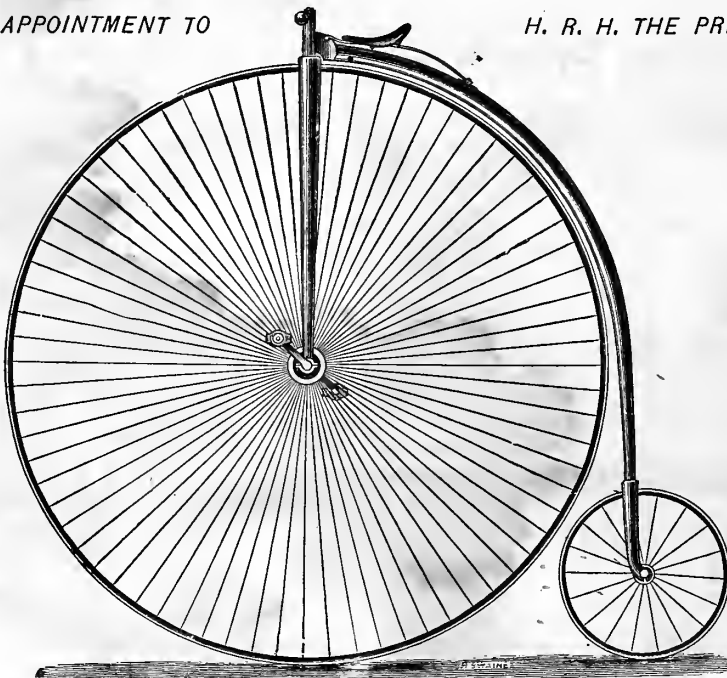
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J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 16 MAY, 1884.

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## THEY INCREASE AND MULTIPLY.

OUR readers are of course interested to know how the pastime of 'cycling progresses in other countries, and any reliable information of the amount of actual riding done is worth recording. We are all aware that the number of wheelmen

in England is perfectly enormous, but we had no idea that so many were likely to be seen at one time and place. The *Tricycling Journal* says, that one of its friends has been counting, and on Good Friday counted twenty-five 'cyclists in seven minutes, and shortly afterwards twenty bicyclists in two minutes. These figures do not amount to much, because a club on a run with a fair muster would soon swell the figures, but that on the same day four hundred and thirty-three 'cyclists passed along the London and Seven Oaks road before 2 P. M. is another matter. This, too, was on a day when the sun was not shining, and the weather did not tend to draw out large numbers of wheelmen.

WE have noticed in this city a perceptible increase in numbers of riders, and at a time in the day when most of our riders are busily engaged in other pursuits. On several occasions, having to come to town on business about two o'clock in the afternoon, we have been surprised to meet so many wheelmen on the road between here and Cambridge, and we could not help remarking that the ordinary bicycle no longer has a monopoly, for tricycles and safety two wheelers have become noticeable features on the road.

WE desire to mildly and respectfully call the attention of the proper League official to the miserable and disgraceful condition of the asphalt on Columbus avenue, this city, and suggest the advisability of notifying the superintendent of streets of the dangerous character of its surface. The holes and broken places render bicycling upon that avenue not only unpleasant but highly dangerous, and, in case of accident, would form, in our opinion, a good case for damages. The city is under obligations to keep its highways reasonably safe and convenient at all seasons of the year, but is derelict in its duty in regard to the above highway. We trust some one will show us what the League can do when it has a mind to.

Two members of the Boston Club are deserving the thanks of all riders for their generosity. One of the proprietors of this paper, Mr. E. C. Hodges, and Mr. W. V. Burt, of the firm of Stall & Burt, bore all the expenses of the recent suit brought by Mr. Dalton against a person who ran him down on Sunday.

Though the suit did not turn out as we hoped, and no particular benefits have resulted to the cause of 'cycling, the public-spirited generosity of the two gentlemen above referred to is worthy of notice. With nothing to gain and everything to lose, their action is deserving the greatest praise, and we trust will be appreciated by every right-minded wheelman.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

## Reform.

*Editor Bicycling World:*—I think the enclosed quotation from a private letter, written by a warm friend and newly elected officer of the League in one of the Western States, contains some good sound sense fit for consideration of all honest Leaguers on their way to Washington. Yours, REFORM.

"Yes, I am opposed to the ring in the League, and feel sure that unless it can be driven out the days of the League are numbered. In my State the feeling is that the major part of the present board of officers are spending their time and strength for purely personal ends and for petty honors, leaving the League to hobble along in a miserably feeble and sickly condition for want of proper work and enthusiasm on their part. For my part I know no East, no West, no friend, no foe, except as the party may be competent, and an enthusiastic Leaguer and willing worker. These personalities must be put down along with all sectionalism. Then we MUST get the League constitution, by-laws, etc., in permanent shape. I find wheelmen who say that when the L. A. W. gets through its teething days and settles down they will go in. Of course such talk is foolish; but it keeps men out—it hampers the League, and such things should not be.

"The sum of the matter is, the wheelmen of the country, both in and out of the League, have lost confidence in her, and unless this spirit of distrust can be replaced by confidence in an upright, pure, and enthusiastic management, there are many hundreds who will not renew their membership. In our section many are going into C. T. C., because they say 'that is a fixed institution and its machinery is settled and found to work advantageously.' Unless things change the L. A. W. will die out—to be replaced by C. T. C.

"I hope to be in Washington at the meet. If I am there you will find me fighting the ring to the death, and especially Fred Jenkins, if his friends come with an effort at reinstatement. If my voice is needed I trust I shall have the

courage of my convictions to speak boldly. This State stands as a unit, I think, *versus* the ring, Jenkins *et al.*

The vote of the full board on Jenkins is a squelcher, but I fear it will only incite his friends to greater effort. Well, all right, we can down them. They are wrong; we are right and must prevail. . .

"I think you should have for president a man from some city in the East or eastern part of the Middle States. The chief officers should be from one section, so they can reach each other readily; I do not advocate scattering the officers all over God's creation. I have no suggestion to make for president; any man the anti-ring-Jenkins-party may present shall have my support."

#### Honor these Four.

*Editor Bicycling World*:—Those 'cyclers that go to Washington to attend the League's fifth annual meet should bear in mind that the only members of the government who are really worth thinking about, are possessed of the following names and titles: Charles J. Folger, Secretary of the Treasury; Benjamin Harris Brewster, Attorney-General; Charles R. Skinner, Congressman from New York; T. B. Reed, Congressmen from Maine.

There may perchance be other equally good men at the capital, and other more famous men; but these are the four men who have shown their sense of right and justice in a way to benefit bicycling. These are the four men through whose efforts it has come to pass, that the United States of America has ceased to play the part of a cut-throat towards such of her returning citizens as have been driving their wheels in foreign lands. These are the four men who have commanded the swashbucklers of the custom house that they must henceforth recognize a passenger's bicycle as "personal," and allow him to ride off with it rejoicing from the dock.

I know not what the plans of the local committee of the League may be; but I certainly shall account it a pity if the occasion is allowed to pass without the League's giving formal recognition in some way to the sense of appreciation and gratitude which all wheelmen of intelligence must entertain towards the four men who so speedily brought about the recent triumph of common-sense and decency and right over red-tape and routine and wrong. That decision of the Bermuda case by Secretary Folger on the 9th of April was not only the most important bicycling "event" of 1884; but it was the most important one that has happened in the United States since bicycling began to be practised here. If the League is to attempt "celebrating" anything at Washington, that decision is the shining mark for its most elaborate attention. If any individual men are to be honored, these four men are the ones to whom all the honors belong.

While I am writing, I may as well add

that I have this day printed a supplementary circular, formally announcing my decision to publish "Ten Thousand Miles on a Bicycle," between October and December next, or as soon as the 1204 one-dollar subscription now registered shall be expanded to the needed 3,000. I hope to wheel from New York to Washington between the 15th and 18th May; and as I shall probably take a longer tour in returning, my correspondents need not expect their letters to be answered before the first of June.

KARL KRON.

WASHINGTON SQUARE, N. Y., 8 May, 1884.

#### Norton's Record (?).

*Editor Bicycling World*:—I was greatly annoyed to see that in this week's *Wheel* "Lewee" states that I have ridden a mile in 2m. 49s. I should pass this over in silence (so absurd and impossible is the assertion) but that the impression of such fast riding on my part if given abroad and believed in, would do me serious harm. I have not ridden in 2m. 49s. nor in any time near it. In fact, I have not this year broken 3m. Even if I had done this phenomenal time it would have been extremely disagreeable to me to have it thus announced.

I beg to call "Lewee's" attention to a paragraph by Mr. Sturmev in a recent "Cyclist" on *touts* making a nuisance of themselves on the Crystal Palace by holding watches on the riders. I think the same words may apply with equal force to correspondents, who, for the sake of getting an item, put down utterly fabulous time, with no foundation but in their ignorant minds, to amateurs in training.

I cordially agree with your correspondent "B" in thinking that these personal items, which are so inaccurate, harmful, and offensive, should be stopped.

Your obedient servant,

ELIOT NORTON.

#### Woodside and Morgan.

*Editor Bicycling World*:—On starting out from New York to San Francisco to make the attempt to ride on our bicycles from the former to the latter place in seventy days, we relied to a certain extent on exhibitions *en route* to pay expenses. Owing to unfavorable circumstances, our first two were failures, leaving us without the munitions of war to carry our campaign through successfully; and on weighing our chances for success, with limited capital, we came to the conclusion to abandon the project for the present.

We both feel confident, under more favorable auspices, that we can make the trip successfully in a given time, but without fuel there can be no steam.

Very respectfully,

WOODSIDE AND MORGAN.

#### Patents.

THE following recent patents, issued

from the United States Patent Office, are reported for THE WORLD by Henry W. Williams, Esq., Solicitor of American and European patents, 258 Washington street, Boston:—

No. 297,238. Velocipede attachment. F. J. W. Dappand, Geo. Wolff, St. Louis, Mo.

No. 297,300. Velocipede. Chas. M. Schaffer, Lanesville, Ky. Assigned to himself and three others. A unicycle.

No. 297,991. Step for bicycle, etc. G. F. Harwood, Worcester. An adjustable step.

No. 298,079. Velocipede treadle. Peter Gendron, Toledo, Ohio.

No. 298,217. Velocipede. William A. Lorenz, Hartford, Conn. After the style of the American Star. When rider places his foot on the step to mount the machine is propelled by such action.

#### Rules of the Road.

THE following circular has been sent to the members of the Massachusetts Club:—

I desire to call attention to the following extracts from the public statutes of the State of Massachusetts:

#### CHAP. 93.

SECTION 1. When persons meet each other on a bridge or road, travelling with carriages, wagons, carts, sleds, sleighs, or other vehicles, each person shall seasonably drive his carriage or other vehicle to the right of the middle of the travelled part of such bridge or road, so that their respective carriages or other vehicles may pass each other without interference.

SECT. 2. The driver of a carriage or other vehicle passing a carriage or other vehicle travelling in the same direction shall drive to the *left* of the middle of the travelled part of a bridge or road; and if the bridge or road is of sufficient width for the two vehicles to pass, the driver of the leading one shall not willfully obstruct the same.

SECT. 4 provides a fine of not over twenty dollars for each violation of above sections, and that the offender shall be liable for all damages sustained by reason of such offences [pp. 511, 512, Pub. Stat.].

Section 2 is constantly violated by bicyclers and tricyclers, especially when two are riding in company and pass a team on the outside. It is hoped that no member of the Massachusetts Bicycle Club will be guilty of such action.

HENRY W. WILLIAMS, *President*.

#### Manchester, N. H.

'CYCLING is commencing to boom in Manchester. Eight new wheels this season, with more to come. The latest is a 58-inch Expert, which gives us a rival to the Penacook "Jumbo." The local club is gaining members, four new riders joining at the last meeting, 2 May. Club runs and drills are held weekly

(Fridays). Touring has commenced, Messrs. Sheriff and Kennard making the first long ride to Lowell and back, sixty-eight miles, one day this week.

The New Hampshire division, L. A. W., is in good condition for the season's work. The new officers are live men, and the provision in the division rules regarding club representation, which originated with us, is having its intended effect, and new clubs are being formed; the last one, at Concord, starts off with thirteen members, with Rev. H. F. Bedinger as president. We wish them success. X. C.

#### A Debut at Battery D.

MISSSES ANNIE SYLVESTER and May Arlington, of this city, entertained a number of bicyclists, representatives of the press, and others, at battery D, Tuesday afternoon; the occasion of their first appearance in public as bicycliennes. The young ladies were tastefully costumed, apparently confident of their proficiency, and despite the embarrassment of a first appearance before critics, acquitted themselves admirably. Miss Sylvester rode a 52-inch Expert, and Miss Arlington a 54. After demonstrating control of the machines by skilfully mounting and dismounting unaided, the debutantes circled around the track rapidly and gracefully, then performed several difficult and venturesome feats which elicited warm applause from expert wheelmen and astonished the timid newspaper men. Singly and together they gave an exhibition of fancy riding, which stamped them as thoroughly familiar with the possibilities of bicycling, and the evolutions of the Expert, under their guidance, were novel and pleasing. The entertainment was a success, and the new aspirants for fame deserved the congratulations received after the exhibition. — *Chicago Am. Sports.*

#### The League Meet.

THE annual meet of the League of American Wheelmen will be held in Washington on the 19th and 20th inst. We have been favored with no information whatever from headquarters, but from what we can pick up we are able to report the programme of the meet.

The board of officers will meet at Ford's Opera House at 9 A. M., on Monday, the 19th, to choose the League officials for the coming year.

The business meeting of the League will be held at 10 A. M., at Ford's Opera House, and continue in session until all business is disposed of.

The parade will occur on Tuesday, the 20th, in the forenoon. The procession will form in front of the Arlington Hotel, at 9.30 A. M. After a review by the commander-in-chief and staff, the line will proceed to I street, to 15th street, to Pennsylvania avenue, to the Peace Monument, countermarching up the north side of Pennsylvania avenue, crossing to the south side at Willard's Hotel, to 15th street, up on the west side to Pennsylva-

nia avenue, through the President's grounds, to Washington circle, around to New Hampshire avenue; to P street circle, down Connecticut avenue to Rhode Island avenue, to Scott Circle, around the south side to Iowa Circle, down Vermont avenue, around the east side of the Thomas circle, down 14th street to I, to 13th street, to New York avenue, to 9th street, to Massachusetts avenue, to 10th street, to Rhode Island avenue, to P street, around the north side of Iowa circle, to 14th street, to S street, to 16th street, to Scott circle, around the north side out Massachusetts avenue, to P street circle, around the north side to 21st street, to New Hampshire avenue, to Washington circle, to K street, to 15th street, to I street, to the Arlington Hotel, where the procession will dismiss at 12 o'clock noon. The procession will be led by two markers, Messrs. Kruger and Brown, who will carry blue flags, with League emblem in gold. Music will be furnished by mounted buglers from the United States Army.

The races will be held at 2.30 P. M. on Tuesday. They will be for the championship at their respective distances, and consist of one, three, ten, and twenty-five mile bicycle races, and a one-mile tricycle race. The officers will be: Referee, N. M. Beckwith; judges, Abbot Bassett, George Sanderson, Jr., Al Trego, Eugene M. Aarons, A. W. Houck; timers, G. D. Baird and F. S. Pelonze; starter, George D. Gideon.

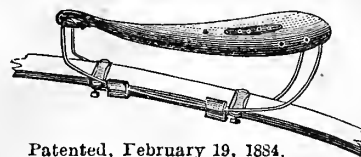
The closing feature will be the grand banquet, which will occur at Willard's Hotel on Tuesday night, to which all 'cyclers and many invited guests will repair.

The racing board will hold a meeting on the 19th.

Col. Staples, of Willard's Hotel, Washington, has offered a handsome cup to the L. A. W. for the three-mile championship. It was made by the Meriden Company, of oxydized silver, fancy gilt, and is gold lined. It stands sixteen and a half inches high, and consists of an ornamental square pediment, raised, surmounted by a bicycle in miniature, running diagonally across the base, on the handle-bar of which is perched a flying falcon. The bicycle is supported by two pennants, with obverse slanting staffs, rising from the corners of the pediment, which also support the bowl of the cup resting above the falcon. The bowl is engraved with ferns and marguerites, and will be suitably engraved. The cup is to be owned by the winner of the race.

THERE will be a good time in Poughkeepsie next week, and much interest centres in the meet of the C. T. C. at that place, for not only will there be a pleasant run and a grand parade, but the business meeting will be of universal importance. The C. T. C. does a grand work in England, and the time is not far distant when its influence will be felt over here. We hope to hear of a large gathering of wheelmen.

## MANUFACTURE



Patented, February 19, 1884.

#### The Duryea Saddle.

THE Duryea Saddle has met with remarkable success among the riders of the wheel, and the Missouri Wheel Company are constantly improving it. The first pattern had some defects, which have been removed in the latest saddle, a cut of which is shown in the firm's advertisement. We have not ridden the saddle ourselves, and cannot speak from experience, but the makers have testimonials from some of the best-known wheelmen in the country. The latest output is a saddle made to be used on the Star bicycle, a cut of which appears at the head of this article. This will be a great boon to riders of that machine if it proves to be what the makers claim for it.

#### The Trade.

WE were enabled last week, through the courtesy of the Cunningham Company, to have the use of a Rover tricycle for a few days. We have referred to this machine before as being of the Humber pattern, to which statement our friend "Ixion" took some rather sharp exceptions. While differing in some very essential particulars from the orthodox Humber, the position of the rider, the shape of frame, being a reversed T, and the general appearance is so similar that our comparison was more correct than "Ixion's." Perhaps we are neither strictly correct and the Rover should be classed by itself, or with such machines of identical pattern. The Rover is made by Starley & Sutton, and is driven with the side chain and Starley's gear. The steering is by the rear wheel, actuated by the usual rack and pinion. The wheels are 46 inches in diameter, with  $\frac{7}{8}$  rubbers. It is a well-made machine apparently, and seems stanch and speedy. The removal of the handle bar renders the machine very safe, while the action is beautifully direct. In coasting hills the front bar affords a good rest for the feet, and in case of a sudden dismount the front is unobstructed. The great feature of the machine, however, is its great hill-climbing qualities. The position of the handles and the direct thrust seem to give one unlimited power in ascending grades. We should make one suggestion to the makers of this as well as other machines with the bar in front, that rat-trap pedals be fitted. The nearness of the front bar to one's shins renders the slipping of the pedal uncomfortable, to say the least. We may be more sensitive to this than most riders, for we always use rat-trap pedals when we can, believing them safer and, on the whole, more comfortable. The Rover is a very comfortable



and handy machine for gentlemen's use. The Cunningham Company will be pleased to furnish our readers with any of the minor details of construction, which we have deemed it unnecessary to mention, and the price of the machine.

MESSRS. STODDARD, LOVERING & CO. have just received from Singer & Co., Coventry, England, a sample of their British Challenge Light Roadster. It is furnished with very small steel hubs and hollow rims, and fitted with the tangential spokes. These cross each other at right angles, and are protected at the rim by a lock-nut of an improved pattern. At the cross intersection of the spokes they are firmly bound so as to prevent loosening, making it impossible for them to rattle or get out of order. The rear wheel bearing consists of a solid steel hub on the *Æolus* principle. The rear forks are semi-tubular, fluted, making a very graceful outline. The machine is fitted with  $\frac{7}{8}$  and  $\frac{3}{4}$  rubber tires, and has all the advantages of the ordinary British Challenge, consisting of the patent spring, Andrews head, front wheel ball-bearings, detachable cranks, and dropped handle-bar. The weight is thirty-seven pounds for a 50-inch. It will be brought out later in the season. Taken altogether, it is a very fine specimen of English workmanship. The firm also have a large number of Traveller tricycles coming, some of which are already sold. Special attention is being paid to racing machines, and a full line of Rudge racers will be kept in stock.

MR. F. LILLIBRIDGE, of Lillibridge Bros., will be at Washington with his safety handle-bar, and those who wish to test it will have an opportunity.

MR. STALL, of firm of Stall & Burt, has after a year's experiment succeeded in perfecting a saddle for the Star which will no doubt supply a long-felt need.

## CURRENTS CALAMO

Ho for Washington.

WE expect a great time, and we shall not be disappointed.

LOUIS LUEDERS, secretary, will be at the St. James Hotel, Washington, during the meet, representing the Missouri Wheel Company, of St. Louis.

THE Massachusetts division officers are not do-nothings. They have been at work and used their money for League purposes. Hence they had no check to send to the New Yorkers, and hence the slur in the hand organ.

THE New York Club will quarter at the Riggs House during the meet.

WE have received an advance copy of the Springfield *Wheelmen's Gazette*,

which contains twenty-eight pages. Mr. Henry E. Ducker is editor and manager, and Chas. A. Fisk the treasurer. The initial number contains a variety of well-written and selected articles on wheel matters, healthy in tone, and loyal in their allegiance to the L. A. W. We extend the right hand of fellowship to the new comer and hope for its success. Our brief acquaintance of last summer convinced us that the *Gazette* was a great aid to 'cycling interests, and knowing, as we do, that the editor and manager never does anything by halves, we can believe that the new journal will find a place in the hearts of all wheelmen.

FRED SEWELL, formerly W. D. Wilmot's partner, is in New York. Wilmot is still out West and gives exhibitions of single fancy riding.

THE Cunningham Company have received official notice that their application for a patent for the improved Harvard tandem has been allowed.

OWING to the business arrangements of both gentlemen, the race between Mr. Frank W. Weston and Robert C. Heebner, assigned for Saturday, was declared "off."

JOHN J. TUTHILL, of Cutchogue, Suffolk county, undertook to ride a bicycle recently on the string-piece of the wharf at New Suffolk bay. The joist is only three inches wide. His machine went into the bay, carrying him with it. His feet became entangled in the wire spokes of the machine, and he was powerless to help himself. Tuthill's brother and several other young men were on the wharf, and three of them jumped into the water to assist him. While one held his head above the water the other two released his feet. He would undoubtedly have been drowned had he not received assistance. — *New York Sun*.

A CHINAMAN attracted considerable attention to himself one evening last week by several times riding up and down Columbus avenue astride of a bicycle of a very ancient pattern.

THE N. A. A. A. has adopted the following amateur rule. The italicized portions indicate the alterations made in the former rule: "An amateur is any person who has never, *directly or indirectly*, competed for a staked bet, or for public money, or for gate-money, or under a false name; or with a professional for a prize, or where gate-money is charged; nor has ever at any period of his life, *directly or indirectly*, taught, pursued, or assisted at athletic exercises for money, or for the purpose of obtaining the means of livelihood; nor has ever sold or pawned any prize received in any athletic event."

MEMBERS of the Bangor, Me., St. John, N. B., and Halifax, N. S., bicycle clubs will meet the Kennebec tourists on their arrival in Augusta, and continue with them throughout the tour.

Corey and Midgley were out, a few days ago, giving the Traveller tricycle a

thorough test. The wheels are 44-inch, geared to 48, and several of the steepest hills around Boston and Newton were climbed with but little difficulty. The position of the rider is similar to that on a bicycle, and tremendous power can be obtained, as the rider is directly over the pedals. After the peculiarity of the steering had been overcome by a little practice, a run of fifteen miles was indulged in, the last five of which were ridden at a rapid pace, and as each had ridden the several different kinds of machines they agreed that, without doubt, the Humber pattern was the fastest one that they had ever mounted.

SEVERAL different papers took the liberty of stating that Col. Pope employed a lawyer to defend the bicycle boys against the bill which now lies before the senate. We wish to say that Col. Pope wrote a letter to his agent of this State, announcing that he was willing to stand a law suit, and the bicycle boys appreciated it very much. We are not in the habit of criticising a good deed; but we want to see Col. Pope's generosity displayed in the right manner. — *Louisville Argus*.

## Bicycles and Tricycles in Theory and Practice.

### III.

LECTURE DELIVERED BY C. VERNON BOYS, A. R. S. M., AT THE ROYAL INSTITUTION, LONDON.

The second arrangement of the model, in which riders must have recognized the Coventry Rotary, is free from most of the defects of the form just described; there is more weight on the driver, but not enough to prevent its being made to slip round; there are two steering wheels a long way apart, with plenty of weight upon them, so that the guiding power in this type of tricycle is all that can be desired.

Let me now return to the first arrangement, in which two parallel wheels are opposite one another. If by any possibility both wheels could be driven, and yet be free to go at different speeds, then there being so large a weight on the drivers they could not be made to slip; the driving being symmetrical, most of the twisting strain would be taken off the steering wheel, and still the machine would be capable of rolling round a curve with perfect freedom.

All the methods of solving the problem of double driving come under two heads, one depending on the action of a clutch and the other on differential or balance gear.

The clutch action being the simplest, I shall describe that first. In going round a corner the inner wheel must lag behind, or the outer wheel must run ahead of the other; as either wheel may be inner or outer according to the direction of the curve, each must be able to lag behind, or each must be able to run ahead. If both were able to lag behind, the machine could not be

# STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

## THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

**SPECIFICATIONS.**—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone  $1\frac{1}{2}$  x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with  $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims;  $\frac{7}{8}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Parallel Bearing Hancock Rubber Pedals.

PRICE; 50-inch, Enamelled and Nickelled, \$136.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

## THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; hollow elliptical forks, Round Backbone 6-inch Straight Handle-Bar, Humber Head, 1-inch and  $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts nickelled.

PRICE, 50-INCH, \$105.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

## THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, 34 lbs. The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

**SPECIFICATIONS.**—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes enamelled, other parts NICKELLED. Price, 50-inch, \$140.

## THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

**PRINCIPAL FEATURE.**—The Patent Differential Double Driving Axle. This is the only perfect double driving gear known. For full description of this gearing see Catalogue.

**SPECIFICATIONS.**—Driving Wheels, 50-inch; Running Level;  $\frac{7}{8}$ -inch and  $\frac{3}{4}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs,  $\frac{6}{8}$ -inch and  $\frac{3}{4}$ -inch; Aeolus Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft,  $\frac{5}{8}$ -inch Throw; Ball Pedals; Band Brake; Adjustable Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

## THE APOLLO TRICYCLES.

Manufactured by SINGER & CO., Coventry.

## THE COVENTRY ROTARY, TANDEM AND CONVERTIBLE.

Manufactured by D. RUDGE & CO., Coventry.

ALL THE ABOVE MACHINES AND PARTS OF SAME CONSTANTLY ON HAND.

Good Agents Wanted.

Send for Catalogue.

# COLUMBIA BICYCLES AND TRICYCLES.

STANCH AND RELIABLE ROADSTERS.

*The Columbia Machines in Practicability, Durability and Finish, and for General Road Use, are all that the Finest Material and Most Skilful Workmanship and Scientific Construction can produce.*

*One of the many advantages of possessing a Columbia Machine is that these Machines are made upon the*

**INTERCHANGEABLE SYSTEM,**

*and in case of breakage (the best mechanical contrivance, whether bicycle or carriage, is liable to meet with accident), the owner can immediately procure a duplicate part of the Company, or of their Agents, located at all important points.*

**THE POPE MFG. CO.,**

Principal Office - - - 597 WASHINGTON STREET, BOSTON, MASS.

Branch House - - - 12 WARREN STREET, NEW YORK.

**GORMULLY & JEFFERY,  
CHICAGO,**

*Exclusively Licensed by the POPE MANUFACTURING COMPANY  
to Manufacture a High Grade Wheel,*

## THE IDEAL BICYCLE,

In Sizes from 38 to 50 inches, from \$35.00 to \$72.00.

The best medium-priced Bicycle in the market. Has patented meritorious features to be found in no other Bicycle. Our patented specialties include:—

THE GLOBE CASED SELF-ADJUSTING BEARING,  
IDEAL SPRING,  
ADJUSTABLE RUBBER STEP,  
IDEAL RUBBER HANDLES,  
NON-SLIPPING AND NON-SINKING TIRES,  
RIGIDLY CLAMPED CENTRE SCREWS.

Every IDEAL BICYCLE has the Head, Handle Bars, Brake, Spring, Cranks, and Pedals Nickel Plated. They are also furnished Half and Full Nickelled. We manufacture a larger line and greater number of Bells than any other firm in the United States. Supply the celebrated Loudon's Tire Cement to large consumers at close quotations. Manufacture Flags, Flag Staffs, Saddles, Tool Bags, and other Sundries. Have a department for Repairs and Nickel Plating, for which we are unexcelled. Notice the New Address:

*222 and 224 North Franklin Street, Chicago, Ill.*

driven forward, and it would be of little use; if both were able to run ahead, the machine could not be driven backwards—a matter of small importance. There is on the table a large working model, showing how a four-sided wheel is free to revolve in a ring, but is instantly seized when turned the other way, owing to a jamming action on one or more of four rollers. The four-sided wheel then can be employed to drive the ring one way, but not the other. One of these “clutches” or “friction grips” is placed at each end of the crank shaft in the “Cheylesmore” tricycle, and a chain round the ring of each drives the corresponding wheel. The machine named is a rear-steerer; the clutch is also employed in some front-steerers.

The other method of double driving depends on the use of the well-known gear of three bevel wheels, or of some equivalent mechanism. If the axle of the middle of the three wheels is turned round the common axle of the other two, the applied force is divided between those two wheels, yet the pair are free to move relatively. Let then the chain drive a wheel carrying the middle bevel, and let the side bevels be connected with the two drivers. Whatever happens, the power of the rider will be equally divided between them, yet the machine will be free to roll round a curve.

There are a great number of devices which are exactly equivalent to this the simplest of all, which is known as Starley's gear. There is on the table a beautiful model of the gear used in the Sparbrook tricycle, which has been lent me by the makers of that machine, Bown's differential gear, and some others; but time will not allow me to describe them. There is one gear, however, which presents many peculiarities, which I have devised, and which may be of interest. A large working model is on the table. Between the conical edges of two wheels which are connected to the drivers lie a series of balls, outside which is a ring which sloping recesses. If the ring be turned by a chain or otherwise, the balls jamb in the recesses as the rollers do in the clutch gear. Nevertheless they are free to turn about a radial axis, and so allow the two driven cone wheels independent motion. The bursting strain on the ring and the side thrust on the cones acting on rolling balls balance one another. With this gear the rider can cause the balls to jamb one way or both ways, and so have or avoid the “free pedal” as he pleases.

In almost all good designs of front-steering tricycles the power applied to the cranks is transmitted to a differential gear by a chain. The crank and connecting rod have also been used to transmit the power, but then the clutch is necessary.

There is, however, another type of tricycle, in which the use of cranks is avoided, among which may be mentioned the “Omnicycle,” the “Merlin,” and that highly ingenious machine, the rowing

tricycle. On the table there is the Omnicycle gear. In all these the power is applied direct to the circumference of a wheel or sector, and so dead points are avoided, which is a point in their favor when meeting with much resistance. On the other hand, the sudden starting and stopping of the feet in the two former machines and of the body in the latter make this type utterly unsuitable for obtaining anything more than a moderate speed. In the Omnicycle ingenious expanding drums are employed, so that the power may be applied with different degrees of leverage, according to circumstances.

There remains one type of tricycle which, for rapid running, surpasses many: I refer to what is known as the Humber pattern. So excellent is this form in this respect that the leading manufacturers have, by turning out machines on the same lines, paid the original makers a compliment which is not altogether appreciated. This pattern departs less from the ordinary bicycle than any other: it is one, in fact, in which, instead of one, there are two great wheels, giving width to the machine, between which the power is divided by the usual differential gear.

(To be continued.)

## RACING NEWS

THE prospects are that the American Institute Building in New York will be extended to Fourth avenue, and a quarter mile track laid in it. If this is done, the Citizens propose to give a grand indoor tournament.

THE Springfield Club will have to pay \$1,000 for the use of Hampden Park for their tournament, and the club will be put to an additional expense of \$1,250 for fitting up the track.

THE Boston Ramblers Bicycle Club have voted to give prizes to the value of \$500, at their second annual race meeting, which is to be held 30 May, on the grounds of the Union Athletic Exhibition Company. The prizes will be divided among the different events as follows:

Half-mile race, best two in three heats — First prize, gold medal; second prize, silver vase.

One-mile race, best two in three heats — First prize, gold medal; second prize silver watch.

Two-mile dash — First prize, gold medal; second prize, silver medal.

Five-mile handicap race — First prize, gold medal; second prize, gold medal; third prize, silver medal.

One-mile race, hands off — First prize, silver cake basket; second prize, pair Winslow's nickelled all-clamp roller skates.

One-mile tandem bicycle race — First prize, two Butcher cyclometers; second prize, two saddles, any make, at winners' option; third prize, two “Harvard

King” hub lamps. The second and third prizes are offered by the Cunningham Company. No second prize will be awarded unless there are three entries, and no third prize unless there are four entries.

Ten-mile straightway race — First prize, French clock; second prize, gold medal; third prize, silver medal.

One-mile club championship race — Prize, gold medal.

Two-mile club handicap race — First prize, gold medal; second prize, silver medal; third prize, silver medal.

Five-mile professional race — For three cash prizes.

THE regular spring road race meeting of the Cincinnati Wanderers was held 3 May. One-mile, boys, — Clough Anderson (1), 4.31. Three-mile dash, — E. Muhlhauser (1), P. N. Myers (2). Five mile dash, — W. Galway (1), 19.37½, H. Rogers (2). After the races Mr. W. A. Whiting distributed the prizes, with a few appropriate remarks. Clough Anderson received a silver medal for first prize in boys' race, and Gus Bennett a leather medal for being last. E. Muhlhauser received a fine gold L. A. W. badge for being first in three-mile race, and F. Mannen a handsome leather medal coming in last. A handsome silver cup was presented to Warner Galway for being first in five-mile race, and Bagclay received a leather medal suitably inscribed for coming in last. After the races there was hospitable entertainment at the Wanderers' club-house. There were one hundred and eighty-seven wheelmen present at the meet, which was in every respect a decided success.

A PROJECT is under consideration, by the Brockton Agricultural Society, to hold, in connection with the local cycle clubs, a grand three days' bicycle tournament on the grounds of the society in that city. If the tournament is held, several thousand dollars will be awarded in prizes.

A FIVE-MILE race was given at Washington, D. C., Thursday, 8 May, by Woodside and Morgan. The time made was 22m. 58s., Woodside finishing a few feet ahead of Morgan. The amateur mile race for a gold medal was won by C. J. Hanna in 4m. 6½s.

THE proprietors of the Waushacum Lake grounds, a popular resort between Fitchburg and Worcester, on the Old Colony branch, have laid out a bicycle track, which in shape and dimensions is excellent. The course has three laps, and is twenty feet wide in its narrowest part and thirty feet along the homestretch. In shape it is nearly oval, one end being slightly flattened. There will be three straights, one of one hundred and sixty feet, and two of about three hundred and fifty feet each. Of the three curves, none will be less than one hundred and fifty feet radius. The pole is struck at twelve inches, so as to allow of races being held under the League and under the Bicycle



Union rules. If the surface will be as favorable as the shape, competent judges say it will be the fastest track in the world. The construction will be completed in about three weeks, and arrangements are already under way for a tournament upon it.

THE Yale Bicycle Club having been unable to arrange any satisfactory date for its races other than that first chosen, has decided to hold its meeting on the original date, 23 May, notwithstanding that the Yale-Brown game occurs the same day. Hendee, Burnham, and Frazier have signified their intention of competing in the open events, while Norton will see that Harvard is well represented in Harvard-Yale race.

THE following challenge has been issued: CHICAGO, 7 May. — To the Editor: I hereby challenge L. W. Conkling to a contest on the following terms: He to ride one mile on a bicycle and I to skate one mile on roller skates; he to allow me twenty seconds start; the prize to be a gold medal valued at \$100, to be presented by Mr. J. S. Merrill, of Mexico; the contest to take place within four weeks from date, at the First Cavalry Armory. C. C. PHILBRICK.

ON next Saturday afternoon, at 2.30 o'clock, the Dixie Wheel Club, Louisville, Ky., has announced a ten-mile road race, from the first toll-gate on Bardstown road to the second toll-gate and return; the winner to receive a gold medal, and second and third men to get a gold-plated medal each. The race is open to members of Dixie Wheel Club exclusively.

FRAZIER has entered for the Harvard invitation races.

### WHEEL CLUB DOINGS

THE regular May meeting of the Massachusetts Club was held last week, at the club-house, and twenty-nine new members were admitted, making the total to date one hundred and fifty-three. The following gentlemen were elected representatives to the L. A. W. meeting: E. W. Pope, C. H. Lamson, Eben Fish, S. H. Day, Col. A. A. Pope, and H. S. Harris, with Henry W. Williams, A. D. Claffin, H. D. Corey, C. F. Joy, and C. P. Shillaber as alternates. The vacancy in the office of captain, owing to the resignation of Mr. George Pope, was filled by the unanimous election of Mr. E. W. Pope. Mr. Pope was the first captain, and retained the office until two years ago, when he resigned. Rev. S. H. Day was elected first lieutenant, vice J. J. Gilligan. The stock in the new corporation is all taken up, and it is all held by members of the club.

THE Kings County Wheelmen's Club has been incorporated. The trustees are: R. F. Anderson, C. D. Loucks, F. N. Fenstermaker, J. E. Pettus, F. H.

Douglas, E. F. Fisk, and T. B. Hedge-man.

THE Boston Ramblers Bicycle Club at their last meeting elected to represent the club at the L. A. W. meet: W. I. Harris, president; Charles S. Howard, captain; J. W. Wattles and E. G. Whitney. The delegates were empowered to vote on any question as they thought best, but were requested to try and have an amendment made to the constitution whereby a championship prize need only be won once to become the property of the winner.

CONNECTICUT CLUB, Hartford. Annual meeting, 7 May. Mr. T. Sedgwick Steele was unanimously elected president which office he has held since the organization of the club, 29 October, 1879. Mr. Frank E. Belden declined re-election as secretary, and Frederick W. Davis was elected to fill his place. Arthur J. Wells was appointed treasurer; Charles E. Chase, captain; Robert F. May, first lieutenant; George A. Burt, second lieutenant; and John W. Gray, bugler. After the adjournment a banquet was served.

ROCKINGHAM CLUB, Portsmouth, N. H. Officers elected 5 May: President, C. A. Hazlett; secretary, Albert E. Rand; captain, W. W. McIntire; first lieutenant, G. E. Philbrick; second lieutenant, Harry Yeaton; club committee, C. A. Hazlett, Albert E. Rand, W. W. McIntire, John H. Knox, A. H. Sides.

THE CAYUGA BICYCLE CLUB, of Weedsport, N. Y., was organized 6 May, 1884. The following officers were elected for ensuing year: President, W. H. Lee; vice-president, J. R. Rheubottom, Jr.; secretary and treasurer, Charles Townsend; captain, H. D. Brown; lieutenant, C. C. Teall. Club costume is dark brown shirt, blue pants with stockings to match, and white helmet hat, with monogram.

At the regular annual meeting of the Marietta (Pa.) Wheel Club, held 6 May, the following officers were elected for the ensuing year: J. J. Carroll, president, Charles Spangler, vice-president; E. E. Lindemuth, captain; Clayton E. Musser, first lieutenant; Jonas E. Witmer, second lieutenant; John P. Libhart, bugler; S. H. Libhart, guide; Victor M. Haldeman, secretary and treasurer.

SPRINGFIELD CLUB. The Springfield Bicycle Club celebrated its third anniversary at Hotel Warwick on Tuesday evening. The banquet hall was decorated in honor of the occasion, and the tables were set forth in an inviting manner. Seventy chairs were occupied by the wheelmen and their guests, and the toothsome delicacies were attended to with much enthusiasm. The post-prandial exercises were interesting. Dr. F. A. Egan, of New York, acted as toastmaster. Chief Consul Terry, of Hartford, responded to the toast to the "League of American Wheelmen," and

the secretary of the League, W. V. Gilman responded for the Springfield Bicycle Club. Other speakers were Capt. Chase of Hartford, for the Connecticut Bicycle Club and C. T. Higginbottom for the Holyoke Club. The menu card was a very beautiful specimen of the printer's art, covered with plush. The banquet was a grand success in every way.

SCHENECTADY (N. Y.) CLUB. — New officers: President, S. R. James; vice-president, Henry Horstmeyer; secretary-treasurer, Ed. L. Davis; captain, Jacob W. Clute; lieutenant, Wm. G. Schermerhorn; color bearer, Wm. S. Veeder; executive committee, B. Whitlock, Wm. G. Schermerhorn, Jacob W. Clute.

THE Montreal Club has ordered a new Premier sociable, and has just received a tandem bicycle. The four-in hand is expected daily.

THE Brattleboro (Vt.) 'Cycle Club was organized 6 May, with twelve members. President, J. W. Drown; captain, F. T. Reid; secretary and treasurer, C. R. Crosby; lieutenant, W. L. Boynton; club committee, J. W. Drown, Sam Frothingham, C. H. Thompson.

THE Pequonnock Wheel Club, of Bridgeport, Conn., gave a fine exhibition and club drill in that city on Friday evening last. Eight members formed the squad and the movements were effected with graceful ease. A lantern drill concluded the entertainment.

THE BERKSHIRE COUNTY WHEELMEN have expelled Fred. G. Martin and Geo. H. Kennedy for non-payment of dues; the former being indebted \$4.50, the latter \$8.50. He is reported to have said he was present at our annual supper. Any of the twenty members present can say he was *not* there.

H. S. WOLLISON, *Sec. B. C. W.*

### BOOKS AND PAGES

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY. — We are in receipt of a copy of the hand-book which Messrs. Chinn & Smith have issued, and after a careful examination, we most cordially recommend it to all wheelmen who live in the county or who intend to visit it. It gives the roads and places of interest of every town and the best routes to be taken in going from one to another. It has no maps, but fulfills its mission very acceptably without them, and the tourist will never be at a loss for the best road, sights to see, or place to repair his wheel if he have this little book in his pocket. Messrs. Chinn & Smith have the right idea of a road book, for they have contented themselves with taking a small patch of territory and covering it thoroughly. The book has also a history of the League of Essex County Wheelmen. The book sells for twenty cents.

A PATENT medicine firm, of Lynn, Mass., is distributing a road-map of Essex County which makes a valuable companion to the above hand-book. It is a good map to have, and we do not scruple to give the concern a free advertisement. Wheelmen can get the map by sending ten cents to the Digestive Company, Lynn, Mass.

### 'CYCLISTS' TOURING CLUB

American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE annual gathering of the members of the American division of the C. T. C. will be held at Poughkeepsie, N. Y., on Wednesday and Thursday, 21 and 22 May next, when it is hoped that every member who possibly can will attend. The date has been fixed for immediately after the meet of the national organization at Washington, so that those members who belong to both clubs can attend each. The programme will be: On the 21st, annual business meeting and annual dinner; on the 22d, a twenty-mile run to various places of interest in the Poughkeepsie suburbs and vicinity. The business meeting will be most important in connection with C. T. C. interests in this country, and will be called on arrival of the train from Washington, so that all who wish may attend.

THE eighth annual Harrogate Meet will be held on Monday, 4 August, 1884. The chief consul has arranged with four of the leading lines of steamships for the club reduction in rates, so that members (only) can obtain return tickets to Liverpool or London and back, good for twelve months, for from \$100 to \$150, according to location of stateroom. For choice of staterooms, early application is desirable.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): H. E. Choate, 432 Pearl street, Buffalo, N. Y.; Rev. W. H. Fish, Jr., 286 Congress street, Lansingburgh, N. Y.; H. Martin, 316 Broadway, Albany, N. Y.; C. C. Reed, Jr., 47 West 9th street, N. Y. City; John S. Rogers, 1516 Missouri avenue, St. Louis, Mo.; E. S. Robinson, 12 West 60th street, N. Y. City; C. F. Tuttle, 64 Union street, Boston, Mass.; F. Thayer, 353 West 22d street, N. Y. City; E. J. Wheeler, 2 Hudson avenue, Albany, N. Y.; F. P. Rust, 612 Prospect street, Cleveland, Ohio.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal. N. B. — Consuls wanted in every city and town in Canada.

### NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

#### Answers to Correspondents.

G. A. N. — The word is French, and should be pronounced "Sons-par-ray." Many take the liberty to anglicize it and say "Sans-pa-rell." That is good enough for us.

S. H. D. — Given two forks or backbones of the same dimensions, one solid, the other hollow, and the solid one would be the stronger. But given a certain quantity of metal and you can make of it a fork or backbone that shall be hollow and at the same time stronger than a solid one made of the same quantity.

E. C. C. — Rule 35 describes the League uniform. You can get it made at Oak Hall, this city.

53-INCH. — Not yet, but may soon.

DEUTOS. — (1.) Rather a difficult question to answer. The Duryea saddle is said to be particularly comfortable and easy. We have used generally the long-distance and like it. We think the Overman long-distance is a particularly well-shaped saddle. (2.) We have not seen the last number of the *Mechanic*, and so cannot answer your second query.

### FIXTURES

Saturday, 17 May:

Capital Club races at Washington. Entries close 15 May to race committee, 919 G street, Washington, D. C.

Monday, 19 May:

Fifth annual meet of the L. A. W., Washington, D. C. Officers' meeting. Business meeting.

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POPE MFG CO.



THE FACILE.

Exclusive American Agency.

## SAFETY, SPEED, AND COMFORT. DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

Tuesday, 20 May:

Second day of fifth annual meet of L. A. W. Parade, races, and banquet. Entries closed.

Wednesday, 21 May:

Annual meet of the American branch of 'Cyclists' Touring Club, Poughkeepsie, N. Y. Business meeting and dinner.

Thursday, 22 May:

Second day of C. T. C. meet. Twenty-mile run, etc.

Friday, 30 May:

Chicago, Ill. Meet to form Illinois State division.

Meet of Essex County Wheelmen at Salem, Mass.

Race meeting of Boston Ramblers. Entries close 27 May to C. S. Howard, Box 4. Boston.

Saturday, 31 May:

Harvard Bicycle Club, races, Cambridge, Mass.

Tuesday, 17 June:

Quaker City Bicycle Club, tournament, Philadelphia, Pa.

Wednesday, 18 June:

Second day of Philadelphia meet.

Thursday, 19 June:

Third day of Philadelphia meet.

Sunday, 13 July:

Saturday, 21 June:

Race meeting of K. C. W.

Niagara to Boston tour. Leaves Chicago on evening train. Leaves Detroit next morning, arriving at Niagara Falls in afternoon. Tour leaves International Hotel, Niagara Falls, morning of 15 July. Wheelmen invited. Description of tour with map furnished, on application to M. E. Graves, general agent, 207 Broadway, New York, or B. B. Ayers, manager, 185 Michigan avenue, Chicago.

Tuesday, 29 June:

Kennebec tourists start from Trinity square, Boston, at 7:30 A. M. F. A. Elwell, manager.

'CYCLIST RECORD BOOK. — An ingeniously ruled pocket-book for keeping time, distance, roads, weather, etc., while on the road. Cloth, thirty cents; roan, fifty cents. C. D. Batchelder, Lancaster, N. H.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.** — 60-inch Yale Light Roadster, full nickel, balls to both wheels and pedals, in perfect condition. Price, \$105. Address, L. B. HAMILTON, 135 Farnam street, New Haven, Conn.

**FOR SALE.** — A 52-inch Extra Challenge, balls (double) to front, cones to back wheel, bright and painted, good condition; cost new last year \$137.50; will sell at a bargain. Address, WM. G. HEBERT-HART, Madison, Ind.

**FOR SALE.** — A 53-inch full-nickelled Harvard Roadster bicycle, in first-class condition; will sell at a bargain. Address, L. H. S., Box 5297, Boston, Mass.

**WANTED.** — Second-hand 45 or 48-inch American Star, must be cheap, in or out of repair, state exact condition and lowest cash price. MISSOURI WHEEL COMPANY, St. Louis.

**FOR SALE.** — Bicycles, 53½-inch full-nickelled light Expert, 36 pounds, ball pedals, \$100; 60-inch Special Columbia, \$70; 56-inch Standard Columbia, \$55; 54-inch Special Columbia, \$55; 54-inch Star, \$50; 51-inch Star, \$60; all in first-class condition. Tricycles, 50-inch Victor, A 1 order, \$100; 42-inch Western R. T., \$20. MISSOURI WHEEL COMPANY, 210 and 212 No. 12th street, St. Louis.

**54-INCH HARVARD, Nickelled, Balls** to both wheels, rubber handles; only one season old; in good condition; price, \$100. Address, BOX 527, Fredonia, N. Y.

**FOR SALE.** — A 55-inch Yale Light Roadster, nickel and paint finish, lined with gold, ball pedals; condition, A-1; price, \$100 net. Call or address STALL & BURT, 509 Tremont street.

**FOR SALE.** — A 55-inch Invincible, new, has Warwick rims, direct spokes, ball bearings; also, 52-inch Rudge, balls to both wheels and pedals, dropped 28-inch handle-bars, Hancock's tires, etc.; write for full particulars. C. H. DIAMOND, 102 Franklin street, New York.

**BICYCLES WANTED.** — We will pay spot cash for second hand bicycles. Send description, finish, kind of bearings, price, and state if any repairs needed. GUMP BROS., Dayton, Ohio.

**\$100 COVENTRY ROTARY TRICYCLE.** balls all round, in perfect order. At HEDGER'S, No. 8 Church street.

**FOR SALE.** — A Victor tricycle of last year's pattern. In good order, \$125. Address X, this office.

## Harvard Bicycle Races.

The Annual Meeting of the Harvard Bicycle Club will be held on the new cinder-path on

### Holmes Field, Cambridge

SATURDAY, May 31, 1884,

At 8 o'clock P. M.

The following Invitation Races will be decided:—

**ONE-MILE BICYCLE,**  
**FIVE-MILES BICYCLE,**  
**THREE-MILES BICYCLE (Handicap),**  
**ONE-MILE TRICYCLE.**

The Prizes will be Gold, Silver and Bronze Medals.

Also the following races open only to College men:

**FIVE MILES**

### Harvard vs. Yale Championship.

**ONE MILE**

Open to all College men.

**ONE MILE HANDICAP**

Open to members of Harvard Bicycle Club only.

The Prizes will be Gold, Silver and Bronze Medals.

**Entry Fee for College Races, One Dollar.**

Horse Cars to Gymnasium (at entrance of Holmes Field) via Charles River and Union Roads.

**Admission.....Fifty Cents.**

Entries may be sent to Mr. F. WINTHROP WHITE, 10 Gray's Hall, Cambridge, Mass., up to May 27, after which date entries will not be accepted.

## STALL & BURT'S Star Saddle,

Made on most approved principle, of best  
forgings and fine leather.

PERFECT COMFORT FOR STAR RIDERS.

Sent by Express on receipt of Check or P. O. Order for  
\$4.00.

Please state whether Star has new or old style spring  
when ordering.

STALL & BURT,  
509 Tremont St.,  
BOSTON, MASS.

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HARVEY & HARRISON, having enlarged their  
premises, are prepared to repair Bicycles and Tricycles  
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48 and 50 WINCHESTER ST.,

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Simple in construction, readily attached, affords  
convenient and efficient manner for lighting a  
lamp out of doors, regardless of the wind.  
By its use the vexatious delay and difficulty  
of lighting a lamp is obviated. The match is  
lighted in a space protected from the wind by  
two metal discs, from which the match is  
passed to the wick. No cutting off of matches.  
No caps or percussion tapes. *Will not rattle.*  
Pat. Applied for. PRICE, 50 Cents, mailed on receipt of price.  
Liberal discount to the trade. Address J. C. McNAB  
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Mercantile Mutual Accident Association.

THE OLDEST AND BEST IN NEW ENGLAND.

\$25 Weekly indemnity, \$5,000 in case of death  
by accident. Cost not over \$10 a year. Send for  
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THE STAR LAMP,

LUGGAGE CARRIER and TOOL BAG.

Send for Illustrated Catalogue. Mention this paper.

ZACHARIAS & SMITH, Makers, Newark, N. J.

## Second Annual Race Meeting

OF THE

Boston Ramblers' Bicycle Club,

FRIDAY AFTERNOON, MAY 30, 1884,

ON THE GROUNDS OF THE

Boston Union Athletic Exhibition Company.

\$500 IN PRIZES.

Consisting of ORNAMENTAL ARTICLES, and  
GOLD and SILVER MEDALS, to be  
awarded in the following events:—

Half Mile Race. Best two in three heats.  
One Mile Race. Best two in three heats.  
Two Mile Dash.  
Five Mile Handicap.  
One Mile, with Hands Off.  
One Mile Tandem.  
One Mile Club Championship.  
Two Mile Club Handicap.  
Ten Mile Straight Away.  
Five Mile Professional Race for  
Cash Prizes.

All the above events, with the exception of the  
Club Races, are open to all Amateurs.

For each event an Entrance Fee of ONE DOL-  
LAR will be charged, which will be refunded to start-  
ers. Entries close May 27, 1884, with

CHARLES S. HOWARD,

P. O. Box 4. Boston, Mass.

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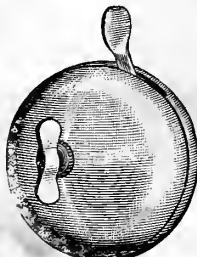
Of Medals, Badges, or anything requiring fine work in  
gold or silver? If so, would be pleased to send you  
photographs and estimates. BICYCLE MEDALS a  
specialty. Designs original, and price and workmanship  
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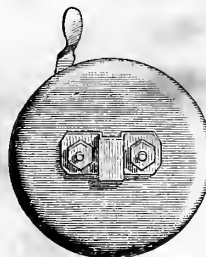
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Highest price paid for anything containing gold or silver.

## The Perfection Bicycle Alarm



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BACK

Pronounced by all who see it the most compact and the  
neatest; and by those who have used it, the best on  
the market.

AUTOMATIC. INSTANTANEOUS.

\$2.50.

For Tricycles and The American Star

\$3.00.

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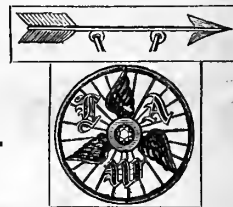
Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides.

THE BEST AND MOST COMFORTABLE. It is so made  
that when it becomes slack it can be easily and quickly  
tightened. No rider who values comfort can afford to  
be without one. Send for Circular with testimonials.  
Price, \$3.50; Nickel Plated, \$4.75. Send  
money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

LEAGUE OF AMERICAN WHEELMEN'S



L. A. W.



Pat. Sept.  
13, 1881.

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For the official design in gold, send to C. H. LAMSON,  
Portland, Me., the only authorized maker. Price: for  
hand-ome solid gold pins with garnet stone centres,  
\$3.50, \$5.00, \$7.00, and \$8.00 each, according to finish  
and kt. Orders by mail, enclosing cash or P. O. order  
will receive prompt attention.

Also on sale in New York at M. J. Paillard & Co.'s,  
680 Broadway; in Philadelphia at H. B. Hart's, 811  
Arch St.; in Boston at The Pope Mfg Co.; in New  
Haven at The American Bi. Co., 79 Orange St.

## STAR-RIDER'S MANUAL,

By the Wheelman who Coasted Mt.  
Washington on a Star,

Now ready. Buy it, and learn the history of the Star.  
It contains engravings of the author and the inventor  
of the Star. It tells how to become a perfect master of  
the Star; how to do all of Burt Pressy's trick-riding;  
all about touring, care of the Star, rights of wheelmen,  
and a lot of other valuable information. Equally valu-  
able for the crank rider.

Price, postpaid, Fifty Cents.

Address the Author,

E. H. CORSON, Rochester, N. H.

Selling Agent for the Newly Improved Ameri-  
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Second-Hand Crank Bicycles (to be sold very cheap)  
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Columbia Bicycles, Tricycles,

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A FULL LINE OF

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Sundries of all kinds.

REPAIRS A SPECIALTY.

## ROAD BOOK OF ESSEX COUNTY.

JUST ISSUED.

## The Wheelman's Handbook of Essex County.

Containing brief Sketches of all the Cities and Towns in the County, with a list of their Objects of Interest; a Directory of Hotels, Clubs, Consuls, and Executives, etc.; and Road Directions to every place in the County, forming a Complete Route Book. Also, the History of the League of Essex County Wheelmen.

PRICE, 20 CENTS,

By mail, postpaid.

GEORGE CHINN, MARBLEHEAD, MASS.,  
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WILEY'S  
Bicycle and Sporting Leggings.

A good pair of Canvas Leggings, lined, 16 inches high, with Black, Gilt or Nickel Buttons, sent postage paid for \$1.00. A pair from better Canvas, for \$1.50, fastened with Buttons, Buckles or Lace.

Sporting Leggings of Leather, Corduroy, Moleskin, Canvas, etc., made in all styles. So'd by Pope Co., Peck & Snyder, and most first-class sporting houses in the country. Send measure when ordering. Send for one of our "RINK CAPS," for bicycle riding. Only 50 cents.

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189 BROADWAY, NEW YORK,

AGENT FOR

The "American Club" and "Club" Bicycles,

The "Cheylesmore," "Imperial," and "Club Sociable" Tricycles,

Manufactured by Coventry Machinist Co.,

The "American Sanspareil" Roadster,

Manufactured by Wm. Andrews, Birmingham, England,

And The "American" Roadster.

A FULL LINE OF BICYCLE HELMETS, SHOES AND ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.

## THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

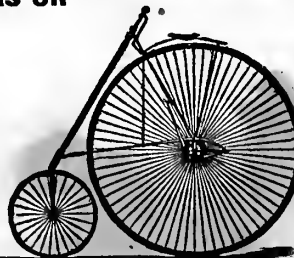
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

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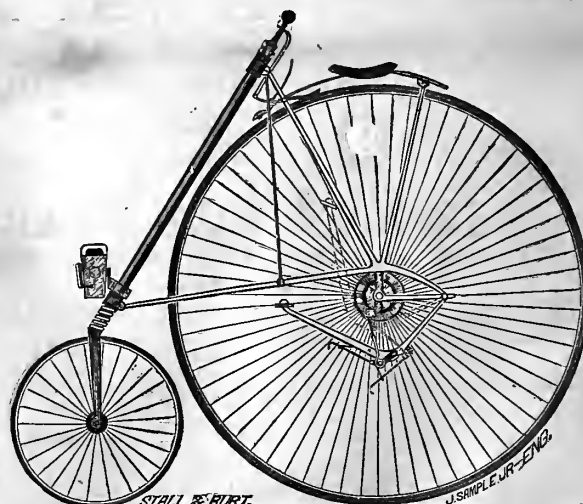
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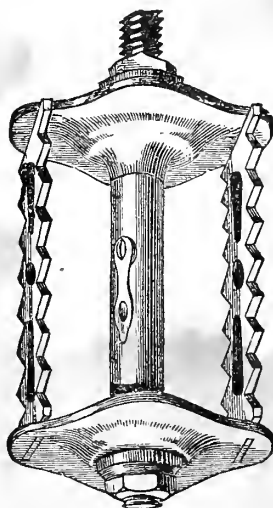
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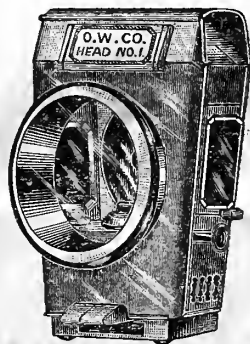
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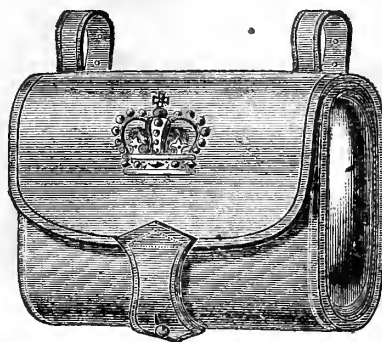
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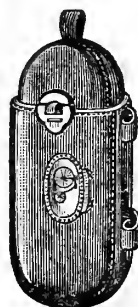
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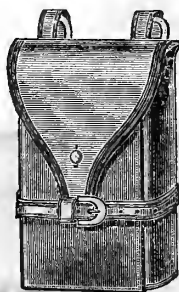
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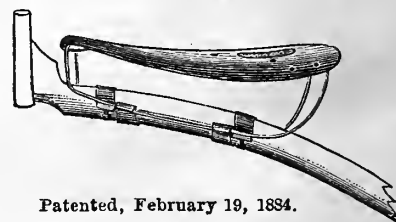
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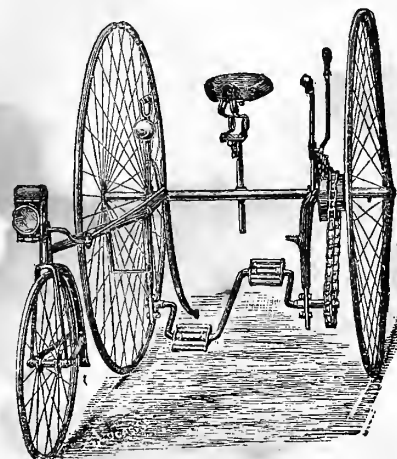
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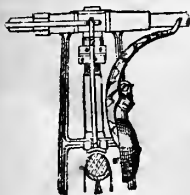
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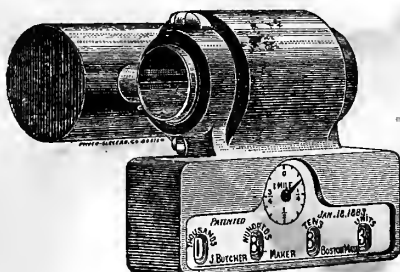
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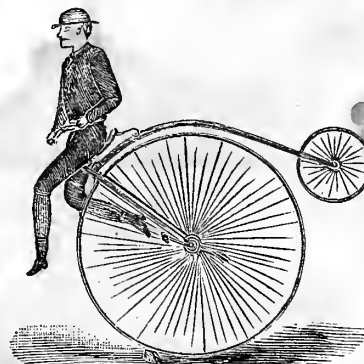
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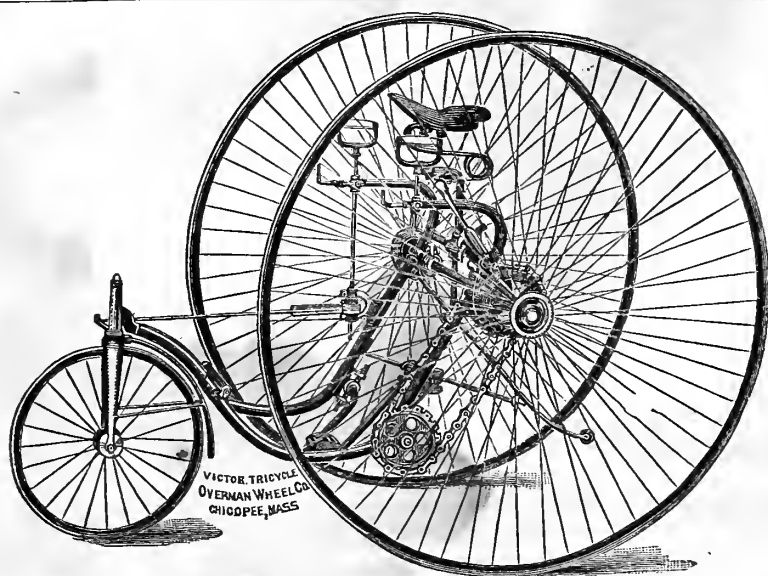
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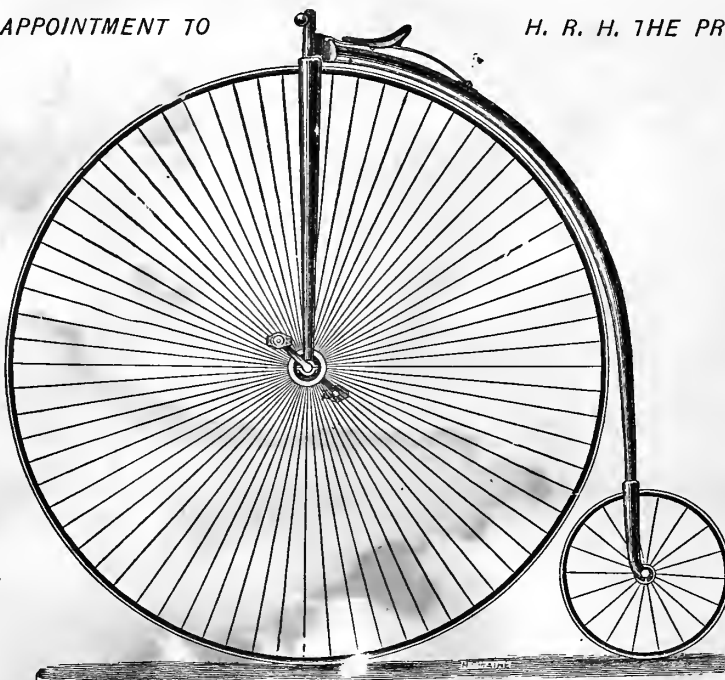
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J. S. DEAN . . . . . EDITOR  
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 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 23 MAY, 1884.

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### THE CITIZENS' WITHDRAWAL.

VIEWING the withdrawal of the Citizens' Club from the League as an outsider, it seems a most impolitic move. It looks as if Jack Horner was disappointed either at finding no plum at all or with the size of the one extracted from the pie. It may be that Mr. Jenkins is a most valuable member for the Citizens' Club to have in its ranks. It may be

that he possesses all the qualities essential to a good club man; if it is so, and he has been misjudged, the Citizens' Club has done quite right in retaining him and supporting him; morally, we mean.

It would have been wiser, it seems to us, have waited until after the meet before such a step as this was taken by the club. Still this must only be taken as an expression of an outsider, and doubtless the Citizens' Bicycle Club feels well able to manage its own affairs. As it is the principal party interested, we are inclined to allow it be the judge of the wisdom of the move. The reason given for the withdrawal that a club should manage its own membership without being dictated to by any outsider, is sound and sensible. It is the fundamental principle of a club's existence, and a club without it is little more than a flock of sheep driven here or there at the owner's will. We have always taken a stand against club membership in the League, and here is a forcible example that we were right, and are right. If a club wants to join in a body, let it, but let no advantage be gained thereby. Do away with club membership and proxy voting, and the League will be the better for it.

WE referred last week to the miserable and outrageous condition of Columbus avenue. The board of aldermen has at last awakened from its lethargy, and passed an order for the repair of that street's surface. The order came none too soon, and in fact was too late, for just a week ago some unknown wheelman dislocated his shoulder by the neglect of the city to keep that thoroughfare in proper condition for travellers. Though not wishing to incite litigation, we should like to see a suit brought against the city for the injuries sustained. Such an action would, if decided in favor of the 'cyclist, do more for the cause than a hundred involving any other question. If towns and cities are liable to keep their highways "safe and convenient" for wheelmen as well as other riders, and we believe they are bound to do so within reasonable limits, it would lead to more care in the repair of the public streets and roads. The judge in the famous Sunday case, while he may have erred in some respects, was certainly right when he said "that he never had the slightest doubt that the rider of a bicycle had a perfect right to use the highways." His opinion was

concurring in by E. P. Brown, counsel for the defendant, and is not controverted by any one learned in the law. If 'cyclists have a right to use the highways, they have a right to demand that cities and towns use reasonable care to keep the roads in a safe and convenient condition for them to ride on with their wheels.

The Boston *Herald* is responsible for saying that a movement is on foot to have bicycles licensed and numbered like vehicles. Too frequent use of sidewalks is the cause. We should welcome anything which will discourage the far too common practice among a certain class of wheelmen of riding on the sidewalk. We fail to see, however, how the licensing and numbering of bicycles will lead to this result. A few arrests would have a more salutary effect. If the minions of the law wish to put an end to sidewalk riding they can obtain subjects for conviction almost any day on the Milldam, where the plank walk offers temptations to wheelmen unable to successfully cope with the hubbly condition of the macadam.

THIRTY odd 'cyclists dined and dined well, which is more to the purpose in the degenerate state of most of our suburban inns, at "Bailey's," South Natick, last Sunday. It was really an indication of the proportions which 'cycling is assuming to find so many riders gathered at one hotel, without any concerted action on their part. Nearly all our city clubs were well represented, while several out-of-town clubs sent goodly numbers to this favorite resort. The proprietor of the hotel is alive to the benefits to be derived by catering to 'cyclists, and seems determined to make his house the out-of-town headquarters for the wheelmen of eastern Massachusetts.

THE meeting of the L. A. W. in Washington last Monday was a harmonious one, and the general aspect of things looks exceedingly favorable for the coming year. The meeting showed good judgment in not accepting any bids for the organ and referring the matter to the board of officers. The sense of the meeting was decidedly in favor of the L. A. W. publishing its own organ. Although we put in a bid, we are of the opinion that it is entirely practicable and for the best interests of the association

that it control its own organ and free itself entirely from all publishers.

The new board of officers leads us to look forward to the coming year with more general interest in the League than we have felt for many a day. We wish the officers success and the support of every rider, and trust a year from now will see the League well on its feet and offering real advantages to its members. We must have an honest, sensible, and business-like administration, and it looks as though we were to have it.

The Jenkins matter did not come up. It is just as well, for if it had it would have created a disagreeable discussion, and the result would have affected the L. A. W. either for good or bad.

#### The Citizens' Withdrawal.

NEW YORK, 13 May, 1884.

*To the Members of the League of American Wheelmen:—*

At the monthly meeting of the Citizens' Bicycle Club, held this evening, it was decided to withdraw, as a club, from the League. In making this statement, we desire to say that the reason for so doing is that the club does not consider it advisable that its membership should be under the control of another organization, which recent events have shown to be practically the case. We wish also to say emphatically that the club has not indorsed, and does not countenance the disputes and vituperations of the principals and parties in the late controversy, nor does it approve its spirit.

(Signed) T. MCKEE BROWN,

*President*

F. G. BOURNE, *Vice-Pres.*

KNIGHT L. CLAPP, *Sec'y.*

GEO. A. WELLS,

W. H. BOOK,

JNO. C. GULICK,

RICHARD NELSON,

*Board of Trustees Citizens' Bicycle Club.*

#### The Fifth Annual Meet of the L. A. W.

THE fifth annual meet of the L. A. W. took place at Washington Monday and Tuesday, 19 and 20 May. It was a notable gathering. Wheelmen began to gather as early as Saturday.

#### SUNDAY.

On Sunday, the day was bright and beautiful, and every train arriving from the north and west brought one or more clubs. The visitors were loud in their praises of the attractions of the capital, especially its smooth asphalt pavements, handsome public buildings, its parks and its tree-lined streets and avenues. The latter, especially Pennsylvania avenue, presented an animated scene from early morning until late in the evening, as squads of wheelmen glided swiftly and noiselessly to and fro. No serious accidents occurred to mar the auspicious entry of the visitors into the city.

The arriving wheelmen were met at the various depots by the members of the Washington Cycle Club, and escorted to their hotels. The rooms of the club, 420 11th street, were open all day, and many of the visitors registered there in a book kept for the purpose. Capt. Brereton took the Citizens' Bicycle Club to Arlington, and a number of Cincinnati and Springfield men were taken through the principal streets by Messrs. Kruger and Browne. Another party, headed by Cycle Club members, were taken to the Soldiers' Home grounds.

The Capital Bicycle Club made the day pleasant for a number of wheelmen. At 8 A. M. about twenty-five were escorted to the Soldiers' Home and Brightwood by Messrs. Crossman and Church, while Capt. Hansmann took a squad of one hundred and forty on a run to Cabin John's bridge. Another party was taken through the parks and principal streets and avenues. In the afternoon President Howard pioneered fifteen visitors to Arlington Heights, returning about 7 P. M. The Capitals have a fine club-house on G street, and it was a very popular meeting place during the meet. We are indebted to the club for many courtesies, which were appreciated. The Arlington Hotel was the scene of much excitement during Sunday. A very large number of wheelmen found quarters there, and it was the established headquarters of the L. A. W. Sunday evening a caucus of the board of supervisors was held, but the proceedings were not divulged. The Pennsylvania Division also held a meeting to arrange a course of action at the business meeting. At 6 P. M., the Springfield Club went down to the St. James in a body to call on Frazier. That gentleman was found, and Mr. Ducker, in a neat speech, presented him with a beautiful gold medal for his record made in the 25-mile race at Springfield race last fall. Mr. Canary gave a display of his skill as a fancy rider in front of the Arlington during the evening, and the wheelmen diverted themselves by throwing coppers for the negro urchins to scramble for. It was a pleasant day all around.

#### MONDAY.

The first business of importance on Monday was the officers' meeting at Ford's Opera House. On motion of Mr. Egan, of New York, all but officers were excluded, and our notes have come second hand.

#### BUSINESS MEETING.

The business meeting was called to order at twenty minutes before twelve, by President Beckwith. It was voted to employ a stenographer.

Vice-President Miller presented a beautiful rosewood gavel to the League.

A committee on credentials, consisting of Messrs. Terry, Miller, and E. F. Hill, was appointed, and a recess was taken awaiting their report.

Knight L. Clapp, secretary of the officers' meeting, submitted a report of that

meeting. The choice of officers for the League was reported as follows:—

*President*, N. M. Beckwith, New York.

*Vice-President*, W. H. Miller, Columbus, Ohio.

*Recording Secretary*, Eugene M. Aaron, Philadelphia.

*Corresponding Secretary*, C. K. Alley, Buffalo, N. Y.

*Treasurer*, Stephen Terry, Hartford.

The appointment of the following representatives was confirmed: T. S. Pelouze, Washington; F. B. Graves, Rochester, N. Y.; Knight L. Clapp, New York; Fred A. Fielding, Montana.

A resolution was presented by Rev. Mr. Schneider, and carried, extending to all visiting wheelmen an invitation to participate in the parade of Tuesday.

The report was accepted.

Three cheers were heartily given for the retiring treasurer, Wm. V. Gilman.

A vote of thanks to the retiring officers was passed.

The president presented his annual report, giving a history of the League the past year, and congratulated the members that the membership had doubled during the year. He alluded to the appointment of an official organ, and stated that it had been of great real benefit to the League, and demonstrated that the best interests of the body called for an organ that should reach every member. He regretted that there had been a mistake made in getting the organ of last year, but whatever had been done was intended to be for the best interest of the League and with the best motives. Report accepted.

A great deal of discussion was had over dispensing with the reading of the reports of the officers, which were printed in the official organ. It was voted to dispense with the reading.

The corresponding secretary submitted his annual report in print, giving the details of his coming to the office, and devoted some space to the discussion of the policy of deciding questions by mail vote, and recommending that the divisions attend to such matters in future.

The committee on credentials submitted their report showing a representation of 1,248 votes.

The treasurer submitted a final statement to 16 May:—

The treasurer submitted his balance sheet to 1 May as follows:—

Cash balance, 1 June, 1883.....	\$1,025 38
Membership assessment, 1883.....	756 75
Admission fees to date.....	1,415 50
Consular outfits.....	60 00
New York State Division donation.....	100 00
Badges.....	2 00
Interest on deposits.....	18 07
Salary of corresponding secretary 1883-4.....	\$250 00
Expenses of corresponding secretary to date.....	329 22
Expenses of treasurer to date.....	90 00
Salary of treasurer, 1883-4.....	25 00
Miscellaneous items of expense.....	166 24
One hundred consular outfits.....	100 00
Five " " certificates.....	9 00
Forty five hundred membership cards.....	38 50
Official organ.....	1,923 50
Balance on deposit.....	221 24

\$3,377 70 to \$3,377 70

The report was further devoted to a detailed explanation of the expenses of the treasurer, and the history of the late movement to raise money for the League by subscription.

## RECEIPTS.

Membership assessments.....	\$756 75
Admission fees.....	1,559 00
Consul outfits.....	60 00
Donations.....	379 00
Badges.....	2 00
Interest on deposits.....	18 07
Last year's balance.....	1,025 38
	\$3,800 20

## EXPENSES.

Salary of secretary.....	\$250 00
Expenses of secretary.....	336 42
" treasurer.....	90 00
Salary of treasurer.....	250 00
Miscellaneous expenses.....	166 24
Consul outfits.....	100 00
" certificates.....	9 00
Cards.....	38 50
Race meeting.....	200 00
Official organ.....	1,950 28
Balance on deposit.....	409 76
	\$3,800 20

Members of the League, 4,250.

Mr. Gilman added a short history of the expenses, and severely criticised the action of Mr. Jenkins in the administration of his office. These criticisms created considerable animated discussion.

Mr. Emmons, of Washington, moved that all matters relating to finance be referred to a special committee on finance, and that all matter relating to Mr. Jenkins be referred to a special committee on grievances. A member denounced the attack on Mr. Jenkins a most cowardly one.

H. S. Wood, Philadelphia, moved that the report be accepted with the names stricken out.

Rev. Mr. Schneider hoped that this matter would go no further, and that the person whose name had been before the meeting would be forgiven and forgotten.

A note was taken on referring the matter to the special committee, which resulted as follows: yes, 223; no, 695.

On motion of Mr. Wood, of Philadelphia, the report was accepted, striking out all personal allusions.

Burley B. Ayers, of Chicago, presented his report as the chairman of the railroad committee, giving a list of railroads with which arrangements have been made to carry bicycles. He was given a royal reception by the meeting. Report accepted.

The committee on rules and regulations submitted their report as follows:—

## REPORT OF COMMITTEE ON RULES.

Rule One (1) shall be article five of the Constitution. The rules following shall be numbered in regular order thereafter.

Wherever in the rules another rule is referred to, a change shall be made which shall properly designate the rule referred to under its new number.

1. The president shall preside at all meetings of the League and of the board of officers; shall appoint all committees not elected by ballot; may fill *pro tempore* any vacancy in any office or committee until the next ensuing business meeting of the board; shall exercise a general oversight in the affairs of the League; and shall make a report at its annual business meeting next subsequent to his election.

Rule Eleven (11) to be amended by the substitution of the word *twice*, after the word *won*, in the last line.

11. Once each year there shall be held a race meeting under the auspices of the League, at which meeting

suitable League championship prizes shall be offered, which shall be the property of the League until they shall have been won three times by the same competitor.

Rule Thirteen to be amended by adding the following:—

All business which shall come before the board at their meetings, provided two thirds of the board are not present, such business shall be put to all the members in the form of a mail vote, and a majority of such votes, with the votes of the members present, shall decide.

13. The president and corresponding secretary may, at any time, submit any matter of business properly before the board, in writing, in the form of a vote or resolution, to each member of the board by mail, upon which the members may indicate their approval or disapproval; and when replies in approval shall be received from a majority of the members, the president shall declare such vote or resolution carried and it shall be taken as the action of the board, as if done at a regular meeting; and an appeal may be taken to the full board in the foregoing manner, when six or more members desire to appeal from the action of any business meeting, at which they may have been present or not.

Rule Twenty (20) to be amended by the addition of the following clause:—

They shall have the power to make such rules for the government of the board and the conduct of races and race meetings as they deem expedient, and the power to amend, alter, or annul the same; their action shall be subject to the approval of the board.

20. To the racing board are referred, as they arise, all matters pertaining to racing, arranging for races, the standing of all members whose standing as amateurs is questioned as regards racing, and they shall also have charge of all races held under League auspices.

Substitute for rules Twenty-five (25) and Twenty-six (26), (a) an amateur is a person that has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional when gate money was charged, (g) that has never engaged in any athletic sport for money, (h) that has never exhibited his skill in any branch of athletics for money, (i) and that is not a paid teacher of any branch of athletics. This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle, nor to the acts of minors under sixteen years of age that are not members of this association.

25. (a) An amateur is a person who has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor who is not a paid teacher of bicycling or any other athletic exercise.

26. Pursuing the art of bicycling, as used in rule 25, shall be understood not to include, (a) manufacturing or dealing in bicycles, (b) teaching the absolutely necessary elements of riding solely for the purpose of effecting the sale of a bicycle.

Amendment to rule Twenty-nine (29).

Add after the word officers in the fourth line, or shall be declared a professional by any member of the racing board through their chairman.

29. Whenever any member of the League shall be expelled from any amateur club, or shall be protested in writing by four or more members of the League or by any member of the board of officers, his name shall be suspended on the roll of members by the corresponding secretary, and his case shall be considered without unreasonable delay by the committee on membership, and they shall have power to reinstate or expel him subject to the approval of the board.

Article Thirty-six (36) is annulled, and the following is substituted, and will be the last article.

This constitution shall not be altered or amended except by a two-thirds vote of the members present and voting at the annual meeting of the League, or by a three-fourths vote of the entire board of officers taken by mail, notice of such alteration or amendment having been given in the official organ or (League Gazette) at least two weeks previous to the meeting or a despatch of the blanks for the mail vote.

36. Additions or amendments to the rules may be made after notice, by mail or otherwise, to every member of the board of officers, at a meeting of the board, or as provided in rule 13.

The amendment to the constitution was passed, and all other amendments were referred to the board of officers.

The annual report of the racing board was presented as follows:—

As the time of this meeting is limited, it seems unnecessary to make a detailed statement of the merely routine work of the board, and this report will therefore be confined to the more important matters which have come before it during the year. Since the last meeting

Mr. G. D. Baird, of New York, has been appointed a member of this board, and official handicapper of the L. A. W. The board has voted to combine the championships at two and five miles for this year with the N. A. A. A., the latter organization providing the medals therefor, and the races to take place in connection with their championship meeting in September next. The board has granted to League clubs the privilege of holding race meetings without previously applying for sanction. The board has voted in favor of the acceptance of the records made at the race meetings of the New Haven and Springfield Clubs. At the meeting of the board of officers held in February last, the racing board recommended the acceptance of the New Haven records, but made no recommendation in the matter of the Springfield records, because no evidence had been submitted to them as to the length of the track. They are now in a position to recommend that the records be accepted in each of these cases, as there seems to be no doubt that the full distance was ridden. The following is quoted from the report made to the board of officers in September last, at Springfield:—

"The board has secured, by special sanction (giving the donating club the right to hold the first contest at its race meeting), handsome championship trophies (at twenty-five, ten, and three miles (bicycle), and one mile (tricycle))."

These medals were won as follows: 25-mile bicycle, by A. H. Robinson, of England; 10-mile bicycle, by G. M. Hendee, of Springfield; 3-mile bicycle, by G. D. Gideon, of Philadelphia, and 1-mile tricycle, by W. W. Stall, of Boston. The 1, 3, and 10-mile medals are now in the hands of the racing board. Demands have been made upon the holders of the other medals for their return, but thus far without avail. Mr. Stall says that the 1-mile medal has been stolen from him, and informs the board that he is peculiarly unable to replace it. Another has been provided at the expense of the League. Mr. Robinson is said to have pawned the 25-mile medal. Not being a League member, he should have never been allowed to compete in a League championship race. The League is thus placed in an embarrassing position by reason of its inability to recover possession of the medals, and the facts are submitted for such action as this meeting may see fit to take in the premises. Of course no report can as yet be made on the race meeting to be held to-morrow. It has been managed with the greatest possible economy, and it is hoped that it may be successful in every respect.

The report of the League organ committee was submitted as follows:—

Your committee, appointed 22 February, 1884, to canvass the subject of an official organ for the ensuing League year, make estimates, receive proposals, suggestions, etc., respectfully submit the following report:—

*First.* The present condition of the League treasury and its estimated receipts for 1884-5 preclude the possibility of the publication by the League of its own organ either as a weekly or monthly; the United States postal laws preventing its transmission as second-class matter; hence the single item of postage on a monthly would absorb one half the maximum sum allowed the committee.

*Second.* Proposal of Mr. H. E. Ducker, of Springfield, Mass.: To give the League all the space needed for its official business in the *Springfield Wheelmen's Gazette*, a cycling paper, published monthly by him, and to send a copy to each and every person who may be a member of the League during the term of contract for the sum of two cents for each actual copy sent, bills payable monthly.

*Third.* Proposal of E. C. Hodges & Co., of Boston, Mass.: Replying to your request for a proposition from the Bicycling World to publish the official notices of the L. A. W. once each month, and supply copies of the paper to the members of the organization, we beg to submit the following: 1.—We will publish the official notices of the League once each month, on such dates as may be hereafter agreed upon, allowing therefor twelve columns of space of eight and three-fourths inches each without charge. 2.—All space over twelve columns will be charged for at the rate of \$2.00 per column. 3.—The names of applicants for membership, financial reports, and all tabular matter to be set in nonpareil. All other matter to be set in bourgeois. 4.—All matter sent to us to be edited and put in proper shape for printing by the proper officer of the L. A. W. 5.—We will publish each week the names of all applicants for membership, new and old, allowing half column of space for a proper heading and such room as the names may take. 6.—We will send the *World* of the issue in which the official notices occur to each and every member of the League, and will further send a copy of the issue in which his application may occur to each member, charging the League therefor two cents per copy for every paper sent. 7.—All matter, other than the names of applicants and a proper heading, which may be inserted in the *World* in other than the special issue, will be charged for at the rate of twenty-five cents an inch. 8.—In thus contracting with the L. A. W., the *World* does not sacrifice its independent position, but admits the League to its columns on the footing as any other advertiser.



In the event of the acceptance of either of the above proposals, your committee would respectfully recommend the appointment of an editor from the membership of the League, whose duty it shall be to receive, arrange, and transmit to the publisher all League matter, official notices, communications, etc.; and your committee further recommends that the League department be entitled and headed "The League Gazette." Finally, your committee would express their utmost confidence in the integrity and straight dealing of the above-named parties, and assure you that the acceptance of either proposition will secure an honest contract and its fulfilment in every particular.

*Appendix.* Proposals received after compilation or report.

Proposal from Baird & Co., publishers of the *Amateur Athlete*: The *Amateur Athlete* is a weekly publication, devoted to the exposition of manly sports and pastimes, both out and indoor. It aims each week to give fresh original matter of interest to all of the class for whom it is published. Its accounts of races, both on the bicycle and by pedestrians, will be found accurate, interesting, and reliable. Its principal features are bicycling and track, athletics, after which, come tennis, canoeing, boating, and gymnastics. It is the official organ of the National Association of Amateur Athletes of America, and thus amateur athletics in the purest sense of the term will be heartily supported by it. Finally, from the above and from the fact that the three members composing the firm who publish the paper are respectively an experienced wheelman, a runner, and a walker, it will readily be seen that the *Amateur Athlete* has facilities for placing more matter of interest before its readers than does any paper devoted exclusively to either of the above-mentioned pastimes.

#### PROPOSAL NO. 1.

We agree to publish a monthly supplement to the *Amateur Athlete* on the first Thursday of each month, containing such announcements and communications as the corresponding secretary of the L. A. W. shall provide; a table of fixtures, and some general information of interest to the members of the L. A. W. This supplement to be sent to the members of the L. A. W. and to be paid for by the L. A. W. at the rate of five sixths of one cent per copy, being at the rate of ten cents a year, Baird & Co. agreeing that if this proposition is accepted they will furnish the *Amateur Athlete* to the members of the L. A. W. who wish to subscribe for it at the reduced rate of \$1.00 a year; this contract to begin on the day of 1884, and to continue until the day of 1885. Baird & Co. to be paid for papers furnished to the members of the L. A. W. during the preceding month on the first day of each month following 1884. This contract to give the *Amateur Athlete* the title of official organ of the L. A. W.

#### PROPOSAL NO. 2.

We will publish a weekly supplement to the *Amateur Athlete* containing such announcements and communications as the corresponding secretary shall provide; a table of fixtures and some general information of interest to the members of the L. A. W. and to be sent to each member of the L. A. W. and to be paid for by the L. A. W. at the rate of five thirteenths of one cent per copy, being at the rate of twenty cents per year to each member. Baird & Co. agree, if this proposal is accepted, they will furnish the *Amateur Athlete* to the members of the L. A. W. who desire it at the reduced rate of \$1.00 a year. This contract to begin on the day of 1884 and to continue until 1885; Baird & Co. to receive payment for papers furnished to the members of the L. A. W. during the preceding month on the first day of each month following 1884, for This contract to give the *Amateur Athlete* the title of official organ of the L. A. W.

#### PROPOSAL NO. 3.

We will publish in the *Amateur Athlete* such announcements and communications as the corresponding secretary shall provide and supply the *Amateur Athlete* to the members of the L. A. W. at the uniform rate of fifty cents a year; this contract to begin on the first day of 1884, and continue until the first day of 1885; Baird & Co. to receive the amount for which they contract for each member joining the L. A. W. until the first day of 1885. This contract to give the *Amateur Athlete* the title of official organ of the L. A. W.

Respectfully submitted,  
A. D. CLAFLIN,  
W. H. MILLER,  
W. C. SCRIBNER,  
J. R. TORRANCE,  
L. H. JOHNSON, *Chairman.*

*Committee.*

NEW YORK, 9 May, 1884.

L. H. JOHNSON, ESQ., Chairman Official Organ Committee L. A. W., Orange, N. J.

Dear Sir: We beg to submit to the League of American Wheelmen the following proposition:

We will issue each month a four-page supplement, the

size of pages to be the same as now used by the *Wheel*, which shall be called the "Official Gazette of the League of American Wheelmen." All matter inserted in its columns to be edited or prepared solely by the corresponding secretary or an "official editor" selected by the League. The League board of officers to have entire control and management of the "Gazette." Price for such a paper to be twenty cents for each member, for the League year ending 30 May, 1885; but past experience having demonstrated that a slight loss is incurred to the League through members joining late in the year, to meet this objection we will make a reduction of fifty per cent for every name sent in after 1 December, 1884, if this proposition is accepted. We have published today a sample sheet of what such "Gazette" will be, so that every member can see exactly what he is voting for at Washington, and render an intelligent opinion on the subject. By placing this matter before your committee, you will greatly oblige, yours respectfully,

THE 'CYCLING PUBLISHING COMPANY.

Mr. Arthur McOwen, of Philadelphia, submitted a series of resolutions to the effect that in future the League publish its own organ, and that the recording secretary be its editor; and that a committee of five, consisting of the president, vice-president, recording secretary, corresponding secretary, and treasurer, be appointed to carry out and make arrangements for some such plan of work. The gentleman said that the recording secretary had offered to act as editor without compensation.

Rev. M. Schneider said he hoped the League would feel its way in this matter, and if they decided to have a League organ they should have a man to edit it not under thirty years of age.

Mr. Brinkman said that Mr. Aaron, the proposed editor, was editor of a scientific paper having a large circulation.

Mr. Emmons, of Washington, hoped the League would beware about starting a newspaper, for such a step would lead to bankruptcy. The League has no financial resources beyond an uncertain membership, and to run a newspaper there should be a strong financial backing.

A member thought it would be impossible to have paper sent at pound rates if published by the League.

Mr. Aaron said that he had consulted with parties in position to know, and he had been assured that the paper would be admitted at pound rates. He had received several estimates and bids for furnishing the paper. N. W. Ayer & Son had agreed to furnish the paper all printed for \$300 a year, and two other houses of good standing had promised to do the work for nothing, provided they be given four pages extra for advertising space.

Mr. Pelovze, of Washington, said that the League would be bankrupt in forty days if it attempted to run a newspaper. If it is given to an advertising agent he will fill it with patent medicine advertisements.

Mr. Aaron said that the reading matter was to be on good paper, and the advertisements on poorer paper. The advertisements can be torn off, and not bound up with the volumes.

Mr. Ducker said that the C. T. C. *Gazette* was a losing venture.

Mr. Egan said it lost money simply because it had to pay postage. Our organ will not have this expense.

Mr. Emmons said it would be unwise for the League to put the writing of editorials into the hands of any one who would wreck the League with continual discussions.

Mr. Aaron said that the work should be done under the supervision of an editorial committee who can remove the editor at any time for cause. It did not follow that because you had an editor you must have editorials. His work will be merely to edit matter sent to him. The resolution was passed.

Votes of thanks were passed to the 'Cycle Club for their entertainment of the League, and to the Capital Club for their generous hospitality to visiting wheelmen.

A resolution looking to the preparation of proper blanks for the credentials of delegates to the League meets, and for individual members, was referred to the board of officers.

Mr. H. S. Livingston, of Cincinnati, spoke in behalf of R. F. Foster of Baltimore. He said that Mr. Foster had failed to get a proper hearing of his case at the hands of the membership committee, and he desired to be heard in his own defence by the meeting. The meeting voted not to give the hearing.

Mr. G. N. Busby said that the League stood much in need of a uniform system of drill and code of signals, and he moved that the matter be referred to the board of officers. Carried.

Rev. Mr. Schneider presented a resolution to the effect that no protest, appeals, or grievances be published in the organ, and that no member shall publish his grievances against members of the League till they have been acted upon by the League or the board of officers. Passed.

Adjourned at 4.45 P. M.

#### ADJOURNED OFFICERS' MEETING.

The adjourned officers' meeting was held at the Arlington Monday evening. A request was presented from the Washington 'Cycle Club that they be allowed to act as escort to the clubs in the parade on Tuesday, and take the right of the line. The board decided to adhere to the rule which gives the right of the line to the oldest League club.

The report of the committee on rules was taken up and the amendments suggested were acted upon in their order.

Rule 11 as presented by the committee was amended to provide that the trophies in the League championship be won but once to become the property of the winner.

Mr. Ducker said that no man in the racing world keeps at it many years, and it is a great hardship that he be compelled to run so many times. Our racing man has his bills paid for him by his friends, and he does not own his wheels. The old rule encourages the growth of the amateur professional, of whom we have heard so much. I have had many offers from makers of machines to furnish money without stint if Hendee will

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## THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

**SPECIFICATIONS.**—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone  $1\frac{1}{2}$  x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with  $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims;  $\frac{7}{8}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Parallel Bearing Hancock Rubber Pedals.

PRICE; 50-inch, Enamelled and Nickelled, \$136.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

## THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 6-inch Straight Handle-Bar, Humber Head, 1-inch and  $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts nickelled.

PRICE, 50-INCH, \$105.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

## THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, 34 lbs. The League Championship for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

**SPECIFICATIONS.**—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes enamelled, other parts NICKELLED. Price, 50-inch, \$140.

## THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

**PRINCIPAL FEATURE.**—The Patent Differential Double Driving Axle. This is the only perfect double driving gear known. For full description of this gearing see Catalogue.

**SPECIFICATIONS.**—Driving Wheels, 50-inch; Running Level;  $\frac{3}{4}$ -inch and  $\frac{3}{8}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs, 6 $\frac{1}{2}$ -inch and 3 $\frac{1}{2}$ -inch; *Aeolus* Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft,  $5\frac{1}{2}$ -inch Throw; Ball Pedals; Band Brake; Adjustable 7 Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

## THE APOLLO TRICYCLES.

Manufactured by SINGER & CO., Coventry.

## THE COVENTRY ROTARY, TANDEM AND CONVERTIBLE.

Manufactured by D. RUDGE & CO., Coventry.

ALL THE ABOVE MACHINES AND PARTS OF SAME CONSTANTLY ON HAND.

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STANCH AND RELIABLE ROADSTERS.

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*The Columbia Machines in Practicability, Durability and Finish, and for General Road Use, are all that the Finest Material and Most Skilful Workmanship and Scientific Construction can produce.*

*One of the many advantages of possessing a Columbia Machine is that these Machines are made upon the*

**INTERCHANGEABLE SYSTEM,**

*and in case of breakage (the best mechanical contrivance, whether bicycle or carriage, is liable to meet with accident), the owner can immediately procure a duplicate part of the Company, or of their Agents, located at all important points.*

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**CHICAGO,**

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*Exclusively Licensed by the POPE MANUFACTURING COMPANY  
to Manufacture a High Grade Wheel,*

## THE IDEAL BICYCLE,

In Sizes from 33 to 30 inches, from \$35.00 to \$72.00.

The best medium-priced Bicycle in the market. Has patented meritorious features to be found in no other Bicycle. Our patented specialties include:—

THE GLOBE CASED SELF-ADJUSTING BEARING,  
IDEAL SPRING,  
ADJUSTABLE RUBBER STEP,  
IDEAL RUBBER HANDLES,  
NON-SLIPPING AND NON-SINKING TIRES,  
RIGIDLY CLAMPED CENTRE SCREWS.

Every IDEAL BICYCLE has the Head, Handle Bars, Brake, Spring, Cranks, and Pedals Nickel Plated. They are also furnished Half and Full Nickelled. We manufacture a larger line and greater number of Bells than any other firm in the United States. Supply the celebrated Loudon's Tire Cement to large consumers at close quotations. Manufacture Flags, Flag Staffs, Saddles, Tool Bags, and other Sundries. Have a department for Repairs and Nickel Plating, for which we are unexcelled. Notice the New Address:

*222 and 224 North Franklin Street, Chicago Ill.*

ride their machines, and I have refused them all. Have had such an offer within two days. In the races of to-morrow I find that I have got to withdraw Hendee from some of them in order to make a race. The men are afraid of him and discouraged from entering the races, and this is why you have so few entries.

The rule was further amended by the addition of the following clause given in italics:—

"Once each year there shall be held a race meeting under the auspices of the League, at which meeting suitable League championship prizes shall be offered for the one mile bicycle and one mile tricycle championship. All other championship races shall be held under the auspices of League clubs, subject to the approval of the racing board. Such club to furnish a suitable medal, and no club to have more than one championship race

Rule 29 was amended by the addition of the clause in italics:—

Whenever any member of the League shall be expelled from a League Club he shall forfeit his League membership, or shall be protested, etc.

The rule was further amended as recommended by the committee.

Article 36 as presented was declared beyond the province of the board of officers, referring as it does to the Constitution.

A long discussion was had on the matter of limiting the age of League members, and finally a resolution was offered and carried instructing the Membership committee not to approve the application of any person not a member of a League club who is under eighteen years of age.

The president was requested to appoint a committee to consider the matter of a uniform system of drill and signal code.

*Adjourned.*

#### The Parade.

The annual parade took place on Tuesday. The procession formed in the vicinity of the Arlington Hotel, the right of the first division resting on I street, the second on M, and the third on P, along 15th street.

The parade moved in the following order: Pace makers from the Washington Cycle Club, H. G. Brown and C. W. Kruger. Detachment of mounted police. Corps of mounted buglers of the United States Army. Commander, Dr. N. W. Beckwith; adjutant, G. R. Bidwell, New York. Staff, T. S. Steele, Hartford; C. E. Pratt, Boston; W. E. Scribner, Washington; W. H. Miller Columbus, Ohio; A. G. Coleman, Canandaigua; A. E. Fauquier, Mount Vernon, N. Y.

#### FIRST DIVISION.

Howard Conkling, New York, commanding. Staff, C. C. Philbrick, Chicago; F. C. Dunn, Ohio; H. J. Hall, New York; — Woodruff, — New York Club, N. Y.; Massachusetts Bicy-

cle Club, Boston; New Haven, New Haven, Conn.; Philadelphia, Pa.; Essex, Newark, N. J.; Germantown, Germantown, Pa.; Wilkesbarre, Pa. (with Williamsport); Buffalo, Buffalo, N. Y.; Brooklyn, Brooklyn, N. Y.; Keystone, Pittsburg, Pa.; Cincinnati, Cincinnati, Ohio; Albany, Albany, N. Y.; Buckeye, Columbus, Ohio (with Cincinnati); Seaside, Norfolk, Va.; Plainfield, N. J.; Kings County Wheelmen, Brooklyn; Pequonnock, Bridgeport; Scranton, Scranton, Pa.; Mt. Vernon, Mt. Vernon, N. Y.; Cortland Wheelmen, Peekskill, N. Y.; Springfield, Mass.; Brunswick, New Brunswick, N. J.; Maryland Bicycle Club, Baltimore; Connecticut Bicycle Club, Hartford, Conn.; Marietta Wheel Club, Marietta, Pa.; Binghamton, N. Y.; Ixion, N. Y. (with Mt. Vernon); Elmira and Corning; Penn. City Club, Philadelphia; Trojan Wheelmen, Troy, N. Y.; Meriden, Meriden, Conn. (with New Haven); Alpha, Bethlehem; Smithville, N. J.; Hudson County Wheelmen, Hoboken; Cincinnati; Buckeye, Springfield, Ohio; Massillon, Ohio; Chicago, Peoria, Rockford, Louisville, and Missouri (13 men in all) marched together.

#### SECOND DIVISION.

The second division was composed of clubs whose membership are entire and partly League and also non-League clubs. The division was commanded by George H. Day, of the Connecticut Club; aids, C. A. Kellogg, W. H. Champlin, W. I. Harris, Boston, and C. S. Howard, Boston. The division formed with head resting on M street. The clubs were in line as follows: Washington Cycle Club; Druid Cyclists, Baltimore; Junior Wheelmen, Baltimore; Lafayette, Pennsylvania; Newport Wheelmen; Citizens' Club, East Bridgewater, Mass.; Penn City Wheelmen; Whirling Wheelmen, Baltimore; Binghamton and Montrose; Capital Bicycle Club, Washington.

#### THE THIRD DIVISION

consisted entirely of unattached riders, both uniformed and not uniformed, and was under command of Dr. Rust, of New Haven, Conn.

The Capital Club made the best showing, turning out seventy men and making a fine display. They rode in fours and showed great perfection in drill.

The Springfield Club took second place, turning out twenty-five men.

The Maryland Club made a fine appearance in their very attractive uniform.

Among the other clubs which are worthy of special mention for numbers, appearance, and drill were the New York, Pennsylvania, Alpha, of Bethlehem, Penn. Elmira, N. Y., Philadelphia, and Germantown. Other clubs made a good showing, but these were especially fine.

The Washington Cycle Club turned out nineteen riders, and made a good appearance.

As the parade passed through the

White House grounds, three members of Congress appeared on the portico and reviewed it. The line passed through the driveway in front of the portico.

We counted the line in front of the Arlington, and made the total number just 600. Seventy-two of these were unattached.

Of the machines ridden we noted five Faciles, twelve Extraordinaries, forty-eight Stars, and twelve tricycles.

The streets were thronged with visitors, and the wheelmen were greeted with much applause all along the route.

#### THE RACES.

Some 5,000 people witnessed the races at Athletic Park, Tuesday afternoon. The lack of entries and the small number in the races detracted somewhat from the interest of the contests, but there was a good deal of enthusiasm displayed, and applause was liberally bestowed.

Before the races the officials were furnished with a certificate from Wm. Forsyth, surveyor, certifying that the track was one quarter mile long, measured eighteen inches from the pole.

The first race was the twenty-five-mile bicycle championship, for which there were but two entries. The Willard cup was made the prize in this race in the absence of the medal. It was a walk over for Charles Frazier, Smithville, N. J., who won in 1h. 38m. 9s. H. J. Hall, Jr., of Brooklyn, made a plucky race, but he was no match for his competitor. He finished in 1h. 39m. 9s.

The ten-mile championship was an interesting case. John Brooks, Elmira, N. Y., and Charles H. Chickering, of Smithville, N. J., were the contestants. In the second lap of the fourth mile, Brooks's saddle slipped, and he had to change his machine, and again resume it after two laps. The two changes gave Chickering a decided advantage, but Brooks recovered his lost ground, and won in 36.03, with Chickering close behind.

In the three-mile championship, Brooks, Chickering, and B. W. Hanna, of Washington, entered. Brooks had become a favorite for his performance in the former race, and much was expected of him. The local man was also a favorite, though it was hardly thought that he would win. He agreeably disappointed his friends by passing the line first in 10.25½; Brooks second; Chickering did not finish. Hanna was carried off the field on the shoulders of the enthusiastic Capital Club boys.

The one-mile championship was disappointing. Much was expected of this, from the fact that the two leading wheelmen of the country were to meet; but the side bar of Frazier's machine broke short off on the second quarter, and he was out of the race. He changed his machine, but he could not make up the advantage lost. Hendee was timed as follows: ¼, 45½, ½, 1.32, ¾, 2.18, 1 mile, 3.6½.



The one-mile tricycle championship was a pretty race. Hendee and L. H. Johnson were pitted against each other, and made a close race. The men were timed as follows:  $\frac{1}{4}$ , Hendee, 68s.; Johnson, 68 $\frac{1}{2}$ s.;  $\frac{1}{2}$ , Hendee, 2m. 5s.; Johnson, 2m. 6 $\frac{1}{2}$ s.;  $\frac{3}{4}$ , Hendee, 3m. 3s.; Johnson, 3m. 4s.; 1 mile, Hendee, 3m. 57 $\frac{1}{2}$ s.; Johnson, 3m. 57 $\frac{3}{4}$ s. The quarter-mile times are records. The full mile did not break the record.

The officers of the meeting were: Referee, Dr. N. M. Beckwith; judges, Albert Trego and Abbot Bassett; racing board, A. W. Hart, Washington 'Cycle Club; E. M. Aaron, chief consul, Pennsylvania; timers, George D. Baird, racing board; F. S. Pelouze, representative L. A. W. for the District of Columbia; Yates Pennman, representative Maryland; H. D. Corey, Boston; scorers, H. J. Bowne, Washington 'Cycle Club; E. L. Miller, Philadelphia Bicycle Club; M. W. Brinkman, Pennsylvania Bicycle Club; clerk of course, E. T. Pettengill, Washington 'Cycle Club (with assistants); starter, George D. Gideon, racing board.

The second game of polo on 'Star bicycles, between Messrs. Chickering and Finley, of Smithville, N. J., and Messrs. Robertson and Rex Smith, of the Capital Club, was played at Star park, corner 14th street and New York avenue, Tuesday, after the League parade, the best three goals in five to win the game. The first goal was won by the Smithville team, the ball being sent through by Finley. The second was won by the Washington team. The third goal was won by Smithville. In the fourth goal the ball caught in Smith's big wheel and when he saw it he rode through the opponents' goal, but the referee decided it a foul. The fourth goal was won by Washington, making goals even. The fifth and deciding goal was won by the Washingtons.

The Springfield Club were given a reception by President Arthur on Wednesday.

#### The Banquet.

The banquet was held at Willard's Hotel, Tuesday evening. President Beckwith sat at the head of the table, with the officers of the League on either hand. After the discussion of the feast President Beckwith turned over the charge of affairs to Mr. Chas. E. Pratt, who acted as toastmaster of the evening. Speeches were made by Rev. L. H. Schneider, Judge Snell, President Beckwith, H. S. Livingston, of Cincinnati; Mr. Stratton, of the Post-Office Department; H. E. Ducker, B. W. Hanna, Mr. White, of Washington 'Cycle Club; Mr. Bassett, of the WORLD; Stephen Terry, B. B. Ayers, J. O. Munroe, C. K. Alley, E. M. Aaron, Jo. Pennell, W. H. Miller, and Rev. Mr. Evans. Despatches were read from Chief Consul Weston, of the C. T. C., and Col. A. A. Pope. During the evening Mr. Pratt presented to Mr. Tyler, in behalf of Dr. Beckwith, a beautiful diamond medal for bringing the

greatest number of members into the League. The speeches of the evening were in a spirit of congratulation on what the League has done and can do when harmony dwells in its midst.

#### Notes of the Meet.

THE reporters were excluded from the meeting of the board of officers for the first time in the history of the League.

Dr. N. P. Tyler, of New Haven, won the badge offered by President Beckwith, having secured 140 members for the League.

The house of the Capital Club was thronged with visiting wheelmen at all hours, and the Capital boys did much to make the visit of the wheelmen to Washington pleasant and profitable.

Springfield sent the largest delegation.

The result of the Meet was to bring harmony out of discord.

The championships will be distributed.

Persons under eighteen not members of League clubs cannot be admitted to the League.

The wheelmen kept the policemen on the run a good portion of the night during the Meet. The calliope is the distress signal of the department, and their use is prohibited by others. The League should exercise its power to make the police give up the whistle. Wheelmen have obtained a claim to it as a signal.

Quite a lot of new men in the offices.

The parade of the wheelmen with Chinese lanterns, which had been arranged for Monday night, did not take place, owing to the heavy thunderstorm which passed over the city between eight and ten o'clock. Forty or fifty members of the city clubs, accompanied by a few of the visiting members, turned out with their lanterns after the rain had nearly ceased, and wheeled up Pennsylvania avenue around the Arlington Hotel and home again. Hundreds of people had gathered on the avenue to witness the parade.

At a meeting of the Young Men's Christian Association at 1409 and 1411 New York avenue, a resolution was adopted tendering to the members of the bicyclers the privileges of the rooms and gymnasium of the association.

#### L. E. C. W.

ALL amateur 'cyclists of Essex County are cordially invited to attend the third annual parade and dinner of the League of Essex County Wheelmen, at Salem, Friday, 30 May, 1884. The Salem Bicycle Club has charge of all arrangements for the entertainment of visiting 'cyclists, which is a guarantee that all present will enjoy themselves. Fraternally, M. D. Currier, president; J. Fred. Adams, corresponding secretary.

General information: Committee of arrangements: C. H. Odell, captain Salem Bicycle Club; R. H. Robson, Salem Executive. Headquarters, Kins-

man Hall, Washington street. Parade at 10 A. M. The Salem Bicycle Club will perform escort duty and act as guides to visitors. Dinner at 2 P. M. Tickets seventy-five cents. They can be obtained at headquarters by non-League members before the parade. Club captains and unattached riders are requested to report to officer of the day, C. H. Odell, at headquarters immediately on arrival, when they will be assigned positions in the parade. All riders *must* wear small clothes if they wish to join in the parade. Pantaloon are out of place.

#### TO MEMBERS.

Take pains to have your League ticket with you.

Come early and bring all your wheel friends with you.

On Monday, 26 May, report to your executive that you will be present.

Annual meeting and election of officers will take place at headquarters immediately after the parade.

In the evening the Salem Bicycle Club has arranged for dancing at Kinsman Hall.

#### RACING NEWS

THE Yale bicycle races will occur 28 May. Over \$200 will be offered in prizes, and valuable and handsome pen-nants have been chosen for the college races. The order of races, as decided upon by the executive committee, is as follows: One-mile, open to all having a record of 3.20, or over; five-mile handicap; one-mile, open to all; one mile, Harvard v. Yale; half-mile, without hands; One-mile club for those who have never won a race; five-mile, open to all; three-mile inter-collegiate; two-mile handicap; half-mile consolation.

In the Yale University sports, held 14 May, the following race was contested: Two-mile bicycle race — L. B. Hamilton, '86, 6m. 57 $\frac{3}{4}$ s.; W. Maxwell, '85, second by a few feet.

THE races for the August meet, under the auspices of the Cleveland Club, as at present arranged, are as follows: One-mile tricycle; one, two and five-mile bicycle, for Ohio League men only; one-half and two-mile handicaps for State championship; one-quarter and ten-mile scratch and two-mile handicap. Entries close 10 August with Alfred Ely, Jr., 873 Prospect street, Cleveland.

THE Mansfield (Ohio) Wheel Club will hold a grand meet on the Mansfield Fair Grounds, 28 May. Capt Sholes of the Cleveland will be the officer of the day, assisted by Clarence Howland of the Akrons and L. S. Harman of the Mansfields. Nine bicycle and tricycle races are on the programme. The Cleveland and Akron Clubs will go in a body. The prizes offered represent a value of \$800.

THE Montreal (Can.) Bicycle Club will hold a race meeting on the Point St. Charles Driving Park, 21 June.

THE second annual race meeting of the Boston Ramblers' Bicycle Club, which is to be held on the Union Athletic Company's grounds, 30 May, from present prospects promises to be one of the most successful affairs of the kind ever held in this country. Entries are being received daily, and with pleasant weather there is little doubt but what some records will be broken, for although the track on which the races are to be run is rather small, it is well laid out, being nearly circular in form, and having a surface of a fine grade of cinders. The prizes, a complete list of which has been published in these columns, consist mainly of gold and silver medals of elegant designs.

THE Surrey Bicycle Club held their spring meeting at Kennington Oval, London, England, 26 April, over 8,000 persons attending, although the weather was far from favorable. The principal event was the ten-mile open race for a silver challenge cup, to be won three times before becoming personal property. Result: H. F. Wilson, Surrey Bicycle Club, first (his first victory for the trophy), in 36m. 27 $\frac{3}{4}$ s.; F. Prentice, Ipswich Bicycle Club, second, by six yards; H. H. Smith third, by thirty yards. Not one of the former winners—G. L. Hillier, J. F. Griffith, C. A. Palmer, H. W. Gaskell, or C. E. Liles—was a competitor.

THE Forest City Bicycle Club, of London, Ontario, has decided to hold its tournament 26 May. The club has secured the services of Miss Ida Hammond, champion female rider of Michigan, and C. H. Smith, a well-known fancy rider, who will give an exhibition of trick-riding and a race for a purse. It is expected that many of the fastest riders in Canada will participate in the amateur races, as the medals offered are well worth their best efforts.

THE horse v. bicycle contest at Memphis, Tenn., resulted in favor of the bicycle. Daniel O'Leary, with eight horses, made 600 miles in six days, twelve hours a day, over a fourteen-lap-to-the-mile track. His competitor, Albert Shock, wheeled his machine 611 miles in the same time over a sixteen-lap-to-the-mile track.

#### The Capital Club Races.

THE fifth annual races of the Capital Bicycle Club yesterday attracted a crowd of fully 3,000 ladies and more than half as many gentlemen. Before going to the park, the Capital Club, about 100 strong, in uniforms, accompanied by a large number of local and visiting wheelmen, paraded the principal streets. On arriving at the park machines were stacked on the field inside of the track.

The first race on the programme was the five-mile club championship. The challenge cup, which has to be won three times by the same man before it becomes his property, had been won once by Borden and once by Hanna, both times in close contests. The starters were Stewart, Hanna, and Borden. At the beginning of the nineteenth lap Hanna gained

a lead of three or four feet, and on the first turn was in the act of taking the inside track from Borden when the latter was thrown from his wheel. Hanna and Stewart continued and finished in 17.38 $\frac{3}{4}$  and 17.46 $\frac{3}{4}$ , respectively.

Borden claimed a foul on Hanna for taking the inside track from him before getting the necessary twenty-foot lead. The foul was allowed by the referee, Mr. Hawley. The result of this decision gave the race to Stewart.

In the one-mile for novices, six started, Rhodes, of the Capital Club, leading, but he was soon passed by Webber, of the Star Club, of Smithville, N. J., who maintained the lead and won in 3.25, beating Crist by thirty-five feet, with Rhodes third place.

In the one-mile handicap Davis had twelve seconds start, followed by Borden and Stewart, scratch. When on the opposite side of the track Davis suffered a bad fall, owing to a soft place on the track, and was out of the race. Borden led at the end of first lap, but was soon passed by Stewart, Borden at once claiming a foul, because he had been passed on the inside. The men, however, kept on, and Stewart finished in 3.26, but the foul being allowed, the race was awarded Borden, who ran the last eighth of a mile on foot, pushing his bicycle, the rear tire of which had come off.

The next was a three-mile open handicap, the starters being E. F. Landy, Cincinnati, Ohio, 45s.; J. C. Smith, Washington, 40s.; G. Webber, Smithville, N. J., 40s., and C. H. Chickering, Smithville, N. J., scratch. Landy, of Cincinnati, won in 9.48. Webber won second place.

The fifth race was the quarter-mile dash for club members. The starters were B. W. Hanna and H. Stewart. Hanna won in 46 $\frac{3}{4}$ s.; Stewart, 47 $\frac{3}{4}$ s.

The sixth race was the three-mile handicap for club members. The race was won by Stewart, beating Rhodes, his only competitor, by two lengths. Time, 10m. 30s. and 11m.  $\frac{1}{4}$ s.

The seventh race was the one-mile handicap. Only two starters came to the scratch. E. F. Landy, 15s., and Borden, scratch. Borden was greeted with cheers for his pluck. His machine again broke down and Landy won in 3m. 18 $\frac{1}{2}$ s.

The eighth and last race was the two-mile scratch race for club members. Hanna won, beating Stewart by over 50s.

The polo match between Rex Smith and Robertson, representing the Capital Club, and Chickering and Finley, the Star Club, was won in three consecutive goals by the Capital Club. The game was very neatly done and was loudly applauded.

The officers of the day were: Referee, C. E. Hawley; judges, Capt. E. R. Jones, Maryland Club; P. T. Dodge, Capital Club; F. C. Hand, Scranton, Pa., Club; clerks of course, J. E. Leaming, W. F. Crossman; scorer, Dr. T. A. Berryhill; starter, H. S. Owen; timers, L. Howard, J. W. Wagner, W. C. Scribner.

#### Kings County Races.

THE Kings County Wheelmen, of Brooklyn, incorporated and reorganized, as usual are alive and up to the times. They will give a series of races on Saturday afternoon, 21 June (see advertisement), embracing the following events: One-half mile "hands off" race, one-mile scratch, trial heats, two-mile and three-mile handicap, and twenty-five mile scratch race. There will also be in addition to above a half-mile race for club members only, who have never won a prize. Handsome and costly medals will be presented in each race, gold to first and silver to second, excepting the twenty-five-mile race; gold to first and second, and silver to third. The meeting will take place on the new and very complete grounds of the Williamsburg Athletic Club, of which a number of the Kings County Wheelmen are members, and will be preceded by a parade, in the morning, of the club. On the evening before the races they will give an exhibition drill on Bedford avenue, a leading thoroughfare, by request, with fancy riding by their pet, W. D. Bloodgood, whom we learn aspires to the amateur championship, with good chance of success, as he is undoubtedly second to no amateur at fancy riding; he has improved wonderfully of late. Their wheeling friends generally and collectively are invited to these parades and can be sure of a pleasant time. The occasion will be enlivened by the presence of a full brass band.

The track is a five-lap cinder, and will be second to none in the country. The turns are gradual and slope from the pole up to the outer edge, and it is safe to say will equal the celebrated Belgrave Road track of England, on which most of the professional records have been made, and the efforts of racing men who succeed in lowering any records at the races of the Kings County Wheelmen it is safe to say will not be forgotten. They are noted for their generous hospitality, and promise a thoroughly enjoyable time to all who visit them to race or otherwise, and propose to leave their last season's event entirely in the dark by the grandness of this. Their old friends, Midgley, Smith, Dean, Palmer, and genial Corey and a host of others, it would afford them great pleasure to have with them on this occasion, and we assure all a hearty reception.

THE Kings County Wheelmen have been incorporated and have reorganized with forty active riders of the wheel. They have our congratulations on the happy turn of affairs.

ITHACA, N. Y., 14 MAY. — Cornell College Field Day, half-mile race, F. F. Howard and H. P. DeForrest won easily by Harvard. Time, 2m., 3 $\frac{3}{4}$ s.

Two-mile race, F. F. Howard and J. E. Lober, walk over for Harvard. Time 9m. 11 $\frac{3}{4}$ s. Poor track, strong wind, Howard in fine condition, attendance fair. [A model report sent us by E. L.

Davenport *en route* with "Sam'l of Posen" Co.—ED.]

C. A. Reed won the two-mile bicycle race at the Columbia College spring meeting in 7m., 59s.

C. F. HAVEN is training on a two-track Royal Mail geared to fifty-five inches.

THE Harvard Bicycle Club track is the best cinder path we have seen in this country, and we look forward to the result of the races on the 31st with considerable interest. With good weather there is no reason why the records should not receive some substantial cutting. Every wheelman who is invited to compete should do so, as it is the first opportunity they will have had to race on really a proper 'cycling track.

### CORRESPONDENCE

*[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]*

H. B. Smith Machine Co.

*Editor Bicycling World:*—Referring to some items in your issue of 9 May, relating to the Star and its manufacturers, beg to say that on the first of the year we had on hand Star bicycles finished and in process of manufacture, which represented in actual cost to us considerably over \$10,000, and we have constantly increased our facilities ever since, and we expect to be able to fill all orders with reasonable promptness. We admit that the demand for the machine rather exceeds our most sanguine expectations, but we shall use every possible effort to meet the demand.

H. B. SMITH MACHINE COMPANY.

### CURRENTE CALAMO

W. R. MURRAY has received a patent for a new adjustable ball bearing. The case consists of three pieces with side plate which forces them into position, preserving the circle and allowing the balls to fit their own grooves.

THE Kentucky Legislature has adjourned, and the anti-bicycle bill did not become a law. We trust a good rest will make the Legislators so charitable and sensible that they will not again bring forth such a bill.

WE have just received a copy of the guide book issued by the Canadian Wheelmen's Association. The editors, H. B. Donly, W. G. Eakins, and J. S. Brierley, have done good work in compiling this book. It contains many routes in Canada, and in addition a lot of useful information for the Canadian 'cyclist. In fact it is but another instance of the practical tone our 'cycling literature is assuming. It is furnished free to members of the Canadian Wheelmen's Association, but can be obtained by non-members for fifty cents. Every wheelman should obtain one by sending the requi-

site amount to H. B. Donly, Simcoe, Canada.

EVERY wheelman needs stockings and good ones at that, for 'cycling is pretty rough on them. Gibson & Hart, of Rockford, Ill., have had made for them some of these necessary articles, expressly adapted to wheelmen's use. The toes and heels are re-enforced so that their lasting qualities are increased. In sending for any of these goods we recommend our readers to go in for the woollen in preference to the cotton ones.

S. T. CLARK & Co., of Baltimore, have issued a neat catalogue of a handy pocket size.

A. T. LANE, too, of Montreal, is out with a price list which contains enough to convince us that our Canadian brothers are not to suffer for want of some one to look after their interests.

### WHEEL CLUB DOINGS

THE New Haven Ramblers have issued a constitution bound in very attractive covers.

A BICYCLE club has been formed in Portsmouth, Ont., of which W. Mooney is president and J. Davidson secretary.

BICYCLERS of Berlin and Waterloo, Ont., on 7 May formed a club, with these officers: Honorary president, W. Wells; president, D. Forsyth; vice-president, J. S. Bingham; secretary and treasurer, H. J. Aldons; captain, O. Shuntz; first lieutenant, H. Bowling; second lieutenant, Charles Tice; bugler, M. Roos.

THE Berkshire County Wheelmen, Pittsfield, Mass., organized in 1880, held their fourth annual meeting last week, concluding with a spread at the American House, and the occasion was one of much pleasure and sociability. The business meeting was held at the club rooms on Bank row, at nine o'clock. A large company of bicyclists were present, and the following officers were elected for the ensuing year: President, S. Harris Pomeroy; vice-president, L. L. Atwood; captain, H. C. West; sub-captain, William Wilder; bugler, Van K. Smith; secretary, H. S. Wollison; treasurer, T. A. Knowles. After dinner speeches were made by President Pomeroy, Mr. Whiting, of Boston, Rector Newton, Mr. L. L. Atwood, H. J. Hall, Jr., of Brooklyn, and others.

WALTHAMS sent nine bicyclists and three tricyclists to South Natick Sunday.

THE Boston and the Maverick Wheel Clubs were also well represented at the same place.

THE Bostons will repeat their minstrel performance in Lowell on the 29th of this month, and on the next day take breakfast at Hotel Hunnewell, Newton.

THE Massachusetts Club dined yesterday at Bailey's.

COLUMBIA Bicycle Club ran to Woonsocket, R. I., Sunday.

THE City Club, of Brockton, comes to Boston Decoration Day.

THE Concord, N. H., 'cyclists met on the evening of Thursday, 8 May, and organized as the State Capital Wheelmen, with Rev. Henry Bedinger as president and W. T. Chandler as secretary and treasurer, and a full board of officers. There are at present some fifteen members.

THE Washington 'Cycle Club is reported as contemplating a 400-mile tour next month.

THE Charlestown Club was represented at South Natick Sunday.

AT the fifth annual meeting of the Philadelphia Bicycle Club, held at the rooms, No. 60 North Thirteenth street, the following officers were elected to serve for the ensuing year: Henry C. Blair, president; Horace A. Blakiston, secretary and treasurer; Ewing L. Millen, captain; Harold R. Lewis, bugler, and Charles B. Warder, lieutenant.

THE Nashville Bicycle Club had a meeting 13 May. By a vote the field and executive officers, heretofore combined, were separated. Alfred E. Howell's resignation as captain, received at the April meeting, was accepted. L. N. Jesunofsky resigned as secretary and treasurer, and Alex. J. Dyas, Jr., was elected to fill the vacancy. Alfred E. Howell was chosen president and V. L. Cunnyngnam vice-president. An executive committee was appointed, and is composed of the president, vice-president, secretary and treasurer, captain, J. K. Polk and A. E. Baird. The field officers elected were: Captain, J. B. Burdett; lieutenant, S. J. Briggs; bugler, H. A. French; standard-bearer, Jas. S. Ross. Deep regret was expressed by the members of the club at the necessity which compelled Messrs. Jesunofsky and Howell to sever their active connection as officers of the club. They have made efficient officers.

AT a meeting of the Wellsboro (Pa.) Wheelmen, 12 May, the following officers were elected: President, F. A. Deans; vice-president, John Brooks; secretary and treasurer, A. R. Niles; captain, George W. Houk; first lieutenant, R. R. Dartt; color bearer, A. J. Niles; bugler, F. A. Deans. The club is to be League club by a full vote, numbering ten members.

AT a meeting held 12 May, 1884, to reorganize the Canandaigua (N. Y.) Bicycle Club, the following officers were elected: Dr. A. G. Coleman, president and captain; Dr. O. T. Mitchell, vice-president; A. W. Crittenden, first lieutenant; C. C. Hayes, second lieutenant; Rev. S. E. Eastman, chaplain; Mack S. Smith, secretary and treasurer.

### 'CYCLISTS' TOURING CLUB

American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks

can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

The eighth annual Harrogate Meet will be held on Monday, 4 August, 1884. The chief consul has arranged with four of the leading lines of steamships for the club reduction in rates, so that members (only) can obtain return tickets to Liverpool or London and back, good for twelve months, for from \$100 to \$150, according to location of stateroom. For choice of staterooms, early application is desirable.

**APPLICATIONS FOR MEMBERSHIP.** — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected.) F. A. Brown, 2346 W. Albans place, Philadelphia, Pa.; Miss Jennie Brinkman, 1013 Arch street, Philadelphia, Pa.; Dr. M. W. Brinkman, 1013 Arch street, Philadelphia, Pa.; Mrs. Geo. D. Gideon, 1725 North 21st street, Philadelphia, Pa.; Mrs. F. E. Miller, 1725 North 21st street, Philadelphia, Pa.; Frank E. Miller, 1725 North 21st street, Philadelphia, Pa.; Mrs. A. M. Maddock, 4043 Aspen street, Philadelphia, Pa.; Alfred M. Maddock, 4043 Aspen street, Philadelphia, Pa.; Miss Bessie Powell, 1013 Arch street, Philadelphia, Pa.; Mrs. A. L. Sellers, 720 North 43d street, Philadelphia, Pa.; Alfred L. Sellers, 720 North 43d street, Philadelphia, Pa.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal. N. B. — Consuls wanted in every city and town in Canada.

### FIXTURES

Friday, 30 May:  
Chicago, Ill. Meet to form Illinois State division.  
Meet of Essex County Wheelmen at Salem, Mass.  
Race meeting of Boston Ramblers. Entries close 27 May to C. S. Howard, Box 4, Boston.  
Williamsburg Athletic Club, two-mile handicap.

Saturday, 31 May:  
Harvard Bicycle Club, races, Cambridge, Mass.

Tuesday, 17 June:  
Quaker City Bicycle Club, tournament, Philadelphia, Pa.

Wednesday, 18 June:  
Second day of Philadelphia meet.

Thursday, 19 June:  
Third day of Philadelphia meet.

Saturday, 21 June:  
Race meeting of K. C. W.

Niagara to Boston tour. Leaves Chicago on evening train. Leaves Detroit next morning, arriving at Niagara Falls in afternoon. Tour leaves International Hotel, Niagara Falls, morning of 15 July. Wheelmen invited. Description of tour with map furnished on application to M. E. Graves, general agent, 207 Broadway, New York, or B. B. Ayers, manager, 185 Michigan avenue, Chicago.

Montreal Bicycle Club, spring races.

Tuesday, 29 June:  
Kennebec tourists start from Trinity square, Boston, at 7.30 A. M. F. A. Elwell, manager.

Tuesday, 1 July:  
Annual meet of the Canadian Wheelmen's Association, Toronto, Ont.

The Canadian Wheelmen's Association numbers 650, which is a good showing for a year's growth.

To prevent confusion, the makers of the Sparkbrook National tricycle will in future call it the "Sparkbrook" only.

### NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

#### Answers to Correspondents.

A CORRESPONDENT wishes to find the whereabouts of Standard Columbia bicycle, 52-inch, No. 3494, sold in New York by A. Carter, formerly of 4 East 59th street, during spring of 1883. Answer in this column.

V. C. SANBORN, of Concord, N. H., wants to know the best route from that city to Hampton, N. H., and thence to the White Mountains; and also of any suitable map of that section of the country. Will some of our readers answer?

A CORRESPONDENT wants to hear a further discussion in these columns on "Pumbago v. Oil." Will some of our readers who have any information to give lubricants, please write the WORLD?

S. B. H. — Thanks for item. Allow us to congratulate the wheelmen of Kentucky.

CHINN & SMITH. — Don't mention it; always glad to do what we can to help a good thing.

V. C. SANBORN. — (1.) We know of no such map. The best map of Massachusetts is sold by Cupples, Upham & Co., this city. (2.) Have inserted query. (3.) Depends on make of machine. The makers generally supply all that is required. (4.) Any of the dealers advertising in our columns will supply what you want. Go to Stall & Burt.

'CYCLIST RECORD BOOK. — An ingeniously ruled pocket-book for keeping time, distance, roads, weather, etc., while on the road. Cloth, thirty cents; roan, fifty cents. C. D. Batchelder, Lancaster, N. H.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**\$100 COVENTRY ROTARY TRICYCLE.** Balls all round, in perfect order. At HEDGER'S, No. 8 Church street.

**FOR SALE.** — A Victor tricycle of last year's pattern. In good order, \$125. Address X, this office.

### HAVE YOU SEEN THEM?

WE MEAN THE

## BICYCLE HOSE

MADE AND SOLD BY

**GIBSON & HART,**  
ROCKFORD, ILL.

Double Stitched Heels and Toes.

Plain or Ribbed Style.

Worsteds ..... \$1.50 per pair, }  
Wool ..... 1.00 " " } Postpaid.  
Cotton ..... .75 " " }

Send size shoe worn. Special Rates to Clubs. Correspondence with the Trade solicited.

**GIBSON & HART,**  
106 State Street - - ROCKFORD, ILL.

**WANTED.** — A second-hand tricycle of good Standard make; no objection to its being out of repair, if not seriously injured thereby; full description with lowest cash price. ST. NICHOLAS TOY COMPANY, 784 to 794 Madison street, Chicago.

**WANTED.** — Two or three 50-inch bicycles. Address P. O. Box 196, Canton, Mass.

**FOR SALE.** — A 58-inch Expert Columbia, nickelled, with ball pedals, in first class condition; price, \$132. Address, R. F. W., Box 1025, Hartford, Conn.

**WANTED.** — Second-hand 50 or 52-inch bicycle, must be cheap, state exact condition and price. Address, LOCK BOX 204, Willimantic, Conn.

**FOR SALE.** — A 50-inch Standard Columbia, cone bearings, bicycle in fair condition; price, \$30. Address, P. O. BOX 591 Dunkirk, N. Y.

## 2D ANNUAL RACE MEETING

— OF THE —

## Kings County Wheelmen,

Saturday Afternoon,

JUNE 21, 1884,

At the New Grounds of the

WILLIAMSBURG ATHLETIC CLUB.

\$300 in Prizes.

Consisting of the following events: —

½ mile dash to members K. C. W. that never won a prize.

½ mile without hands, open to all amateurs.

1 mile, open to all amateurs.....Scratch

2 miles, " " " .....Handicap

3 " " " " .....Handicap

25 " " " " .....Scratch

Entrance fee of One Dollar for three miles and twenty-five miles, and Fifty Cents for other events, may be sent to CHAS. SCHWABACH, box 2683, New York City; closing June 14, 1884.

### THE PRACTICAL LAMPLIGHTER

Simple in construction, readily attached, affords convenient and efficient manner for lighting a lamp out of doors, regardless of the wind. By its use the vexatious delay and difficulty of lighting a lamp is obviated. The match is lighted in a space protected from the wind by two metal discs, from which the match is passed to the wick. No cutting off of matches. No caps or percussion tapers. Will not rattle. Price, 50 Cents, mailed on receipt of price. Liberal discount to the trade. Address J. C. McNAB & CO., Box 350, Rochester, N. Y.



Pat. applied for.

LICENSED BY  
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

## SAFETY, SPEED, AND COMFORT.

### DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.



## Harvard Bicycle Races.

The Annual Meeting of the Harvard Bicycle Club will be held on the new cinder-path on

### Holmes Field, Cambridge

SATURDAY, May 31, 1884,

At 8 o'clock P. M.

The following Invitation Races will be decided:—

**ONE-MILE BICYCLE,  
FIVE-MILES BICYCLE,  
THREE-MILES BICYCLE (Handicap),  
ONE-MILE TRICYCLE.**

The Prizes will be Gold, Silver and Bronze Medals.

Also the following races open only to College men:

**FIVE MILES**

### Harvard vs. Yale Championship.

**ONE MILE**

Open to all College men.

**ONE MILE HANDICAP**

Open to members of Harvard Bicycle Club only.

The Prizes will be Gold, Silver and Bronze Medals.

Entry Fee for College Races, One Dollar.

Horse Cars to Gymnasium (at entrance of Holmes Field) via Charles River and Union Roads.

Admission.....Fifty Cents.

Entries may be sent to Mr. F. WINTHROP WHITE, 10 Gray's Hall, Cambridge, Mass., up to May 27, after which date entries will not be accepted.

## NOTICE TO WHEELMEN.

HARVEY & HARRISON, having enlarged their premises, are prepared to repair Bicycles and Tricycles at short notice. First-class work. Terms reasonable. P. S. — Painting and Nickel Plating a specialty.

**48 and 50 WINCHESTER ST.,**

Near Providence Depot.

**BICYCLERS SHOULD INSURE AGAINST ACCIDENTS!**

In the

**Mercantile Mutual Accident Association.**

**THE OLDEST AND BEST IN NEW ENGLAND.**

\$25 Weekly indemnity, \$5,000 in case of death by accident. Cost not over \$10 a year. Send for Circulars to

EDW. P. BURNHAM, Agent.

Box 609.

Newton, Mass.

## THE STAR LAMP,

LUGGAGE CARRIER and TOOL BAG.

Send for Illustrated Catalogue. Mention this paper.

ZACHARIAS & SMITH, Makers, Newark, N. J.

## Second Annual Race Meeting

OF THE

### Boston Ramblers' Bicycle Club,

FRIDAY AFTERNOON, MAY 30, 1884,

ON THE GROUNDS OF THE

Boston Union Athletic Exhibition Company.

**\$500 IN PRIZES.**

Consisting of ORNAMENTAL ARTICLES, and GOLD and SILVER MEDALS, to be awarded in the following events:—

Half Mile Race. Best two in three heats.

One Mile Race. Best two in three heats.

Two Mile Dash.

Five Mile Handicap.

One Mile, with Hands Off.

One Mile Tandem.

One Mile Club Championship.

Two Mile Club Handicap.

Ten Mile Straight Away.

Five Mile Professional Race for Cash Prizes.

All the above events, with the exception of the Club Races, are open to all Amateurs.

For each event an Entrance Fee of ONE DOLLAR will be charged, which will be refunded to starters. Entries close May 27, 1884, with

CHARLES S. HOWARD,

P. O. Box 4.

Boston, Mass.

## ARE YOU IN NEED

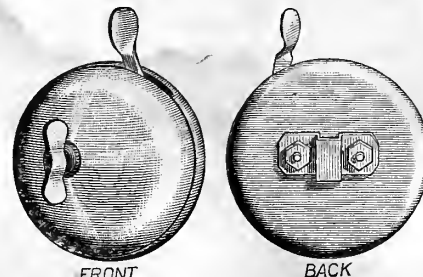
Of Medals, Badges, or anything requiring fine work in gold or silver? If so, would be pleased to send you photographs and estimates. BICYCLE MEDALS a specialty. Designs original, and price and workmanship guaranteed.

L. L. PEDDINGHAUS,

586 Henry Street, Brooklyn, L. I.

Highest price paid for anything containing gold or silver.

## The Perfection Bicycle Alarm



FRONT

BACK

Pronounced by all who see it the most compact and the neatest; and by those who have used it, the best on the market.

AUTOMATIC. INSTANTANEOUS.

\$2.50.

For Tricycles and The American Star

\$3.00.

THE SERRELL ALARM COMPANY,

4 East 60th Street,

NEW YORK.



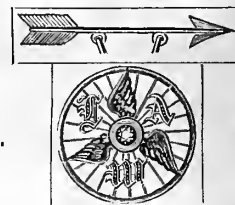
Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

LEAGUE OF AMERICAN WHEELMEN'S



L. A. W.

Pat. Sept. 13, 1881.

## BADGE PINS.

For the official design in gold, send to C. H. LAMSON, Portland, Me., the only authorized maker. Price for hand one solid gold pins with garnet stone centres, \$3.50, \$5.00, \$7.00, and \$8.00 each, according to finish and kt. Orders by mail, enclosing cash or P. O. order will receive prompt attention.

Also on sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia at H. B. Hart's, 811 Arch St.; in Boston at The Pope Mfg. Co.; in New Haven at The American B. Co., 79 Orange St.

## STAR-RIDER'S MANUAL,

By the Wheelman who Coasted Mt. Washington on a Star,

Now ready. Buy it, and learn the history of the Star. It contains engravings of the author and the inventor of the Star. It tells how to become a perfect master of the Star; how to do all of Burt Pressy's trick-riding; all about touring, care of the Star, rights of wheelmen, and a lot of other valuable information. Equally valuable for the crank rider.

Price, postpaid, Fifty Cents.

Address the Author,

E. H. CORSON, Rochester, N. H.

Selling Agent for the Newly Improved American Star Bicycle, "Victor" Tricycle, and dealer in Second-Hand Crank Bicycles (to be sold very cheap) and Bicycle Supplies of all kinds. Also, inventor and manufacturer of the Tourists' Delight, a filtering drinking tube. Price, fifty cents. Write for anything wanted, enclosing stamp, and you will receive an answer to your advantage.

GEO. R. BIDWELL,

4 East 60th Street, New York.

Columbia Bicycles, Tricycles,

AND PARTS.

A FULL LINE OF

BOYS' BICYCLES

IN STOCK.

Sundries of all kinds.

REPAIRS A SPECIALTY.

**ROAD BOOK OF ESSEX COUNTY.**

JUST ISSUED.

**The Wheelman's Handbook of Essex County.**

Containing brief Sketches of all the Cities and Towns in the County, with a list of their Objects of Interest; a Directory of Hotels, Clubs, Consuls, and Executives, etc.; and **Road Directions** to every place in the County, forming a **Complete Route Book**. Also, the History of the League of Essex County Wheelmen.

PRICE, 20 CENTS,

By mail, postpaid.

GEORGE CHINN, MARBLEHEAD, MASS.,

FRED E. SMITH, IPSWICH, MASS.,

Publishers.

**WILEY'S  
Bicycle and Sporting Leggings.**

A good pair of Canvas Leggings, lined, 16 inches high, with Black, Gilt or Nickel Buttons, sent postage paid for \$1.00. A pair from better Canvas, for \$1.50, fastened with Buttons, Buckles or Lace.

Sporting Leggings of Leather, Corduroy, Moleskin, Canvas, etc., made in all styles. Sold by Pope Co., Peck & Snyder, and most first-class sporting houses in the country. Send measure when ordering. Send for one of our "RINK CAPS," for bicycle riding. Only 50 cents.

**WM. H. WILEY,**  
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P. O. BOX 1023.

**R. V. R. SCHUYLER,**

189 BROADWAY, NEW YORK,

AGENT FOR

The "American Club" and "Club" Bicycles,

The "Cheylesmore," "Imperial," and "Club Sociable" Tricycles,

Manufactured by Coventry Machinist Co.,

The "American Sanspareil" Roadster,

Manufactured by Wm. Andrews, Birmingham, England,

And The "American" Roadster.

A FULL LINE OF BICYCLE HELMETS, SHOES AND ENGLISH SUNDRIES.

**REPAIRS A SPECIALTY.**

CATALOGUES FURNISHED ON APPLICATION.

**THE AMERICAN STAR BICYCLE.****A PRACTICAL ROADSTER, SAFE FROM HEADERS OR  
OTHER DANGEROUS FALLS.**

The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedalling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

**H. B. SMITH MACHINE CO.,**

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**MISCELLANEOUS.**

**SPEEDWELL BROS.,** Champion Three acrobatic bicycle riders of the world. Engagements can be made with S. S. LEO, manager, 75 West 69th street, New York. Photos, twenty-five cents each.

**BICYCLES AND TRICYCLES.**—All the best makes. A full line of second-hand machines and sundries. **A. G. POWELL & CO.,** 1723 Chestnut street, Philadelphia.

**MISSOURI WHEEL COMPANY, St. Louis, Mo.,** Richard Garvey, president; L. Lueders, secretary; exclusive agency of the standard and Expert Columbia Bicycles, Harvard, Yale, Cornell, Star, Rudge, Challenge, Facile, and all high-class imported bicycles; also for the Victor, National, Rudge, Premier, Salvo, Apollo, Coventry and Coventry Convertible Tricycles. Repairing, nickelling and japanning. 210 and 212 N. 12th street.

**LAMSON'S LUGGAGE CARRIER,** the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON,** Portland, Me.

**BICYCLE LEGGINGS.** Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON,** manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

**ST. LOUIS WHEEL COMPANY, No. 1121, Olive street,** C. E. STONE, manager, sole agents for the celebrated Sanspareil bicycles, the Sanspareil, American, Light Roadster and Racer. Agents for all high-class machines. Repairing, nickelling and enamelling promptly done. Brazing, turning, forging, and all kinds of machine work at bottom figures. Dealers in second-hand bicycles. Send for printed list.

**THE PERFECTION CYCLOMETER** is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON,** Cincinnati, Ohio.

**H. B. HART,** No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

**LYRA BICYCLICA.—FORTY POETS ON** the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. **E. C. HODGES & CO**

**BEFORE YOU BUY A BICYCLE** Of any kind, send stamp to **GUMP BROS., Dayton, Ohio,** for large Illustrated Price List of New and Second-Hand Machines. Second-hand BICYCLES taken in exchange. **BICYCLES Repaired and Nickel Plated.**

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**ELECTRO-VOLTAIC BELT** and other ELECTRIC APPLIANCES are sent on 30 Days' Trial TO MEN ONLY, YOUNG OR OLD, who are suffering from NERVOUS DEBILITY, LOST VITALITY, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE, resulting from AUTISM and OTHER CAUSES. Speedy relief and complete restoration to HEALTH, VIGOR and MANHOOD GUARANTEED. Send at once for Illustrated Pamphlet free. Address **VOLTAIC BELT CO., Marshall, Mich.**

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## THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

**The Strongest,      The Most Rigid, and      The Handsomest Bicycle**

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

**STANDARD FINISH.**

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

**FULL NICKELLED.**

Every part on copper, except felloes, which are painted and striped as above . . . **\$137.50**

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**SPECIAL IMPROVED**

## American Star Bicycles.

### STALL & BURT,

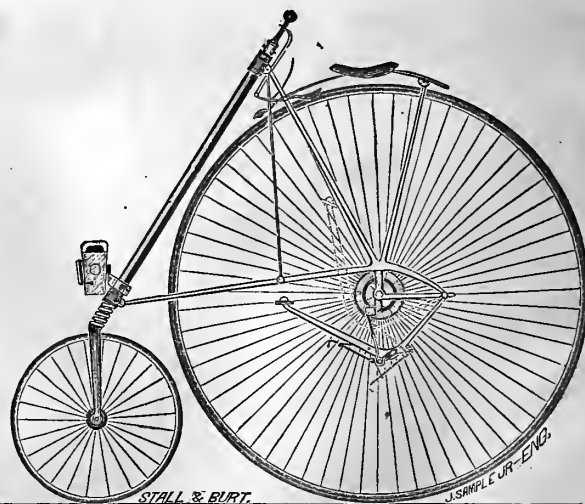
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Star Lamp and Attachment, Japanned, \$3.00; Nickelled, \$3.00.  
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Cut this out and inclose with Stamps for 24-page Illustrated Catalogue.



# THE Bicycling World

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Published Weekly. 8 Pemberton Square, Boston, Mass.

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BOSTON, 30 MAY, 1884.

Volume IX.  
Number 4.

WARWICK RIMS.  
RIGID \* \* LIGHT.  
OVERMAN WHEEL CO.,  
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## THE NEW BICYCLE BUTTONS

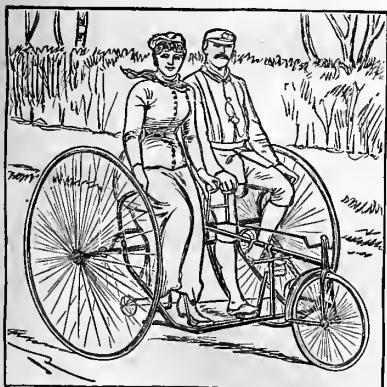
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G. W. SIMMONS & CO., Boston, Mass.



Designed and Sold By  
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Send for Samples of Suits & Buttons

BICYCLE SUITS A SPECIALTY.  
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## THE SOCIABLE TRICYCLE

IS FULLY DESCRIBED IN

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## THE TANDUM BICYCLE

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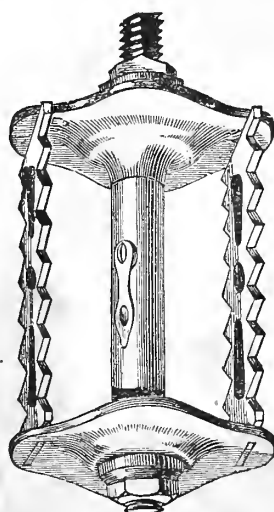
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The Cunningham Co., - The Pioneer 'Cycle House of America.  
(ESTABLISHED 1877.)

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We have now in stock and ready for delivery, a full line of "HARVARD," "YALE," and "CORNELL" BICYCLES, and of our well-known varieties of Tricycles, both double and single.





Bown's Aeolus Ball Pedals. O. W. Co.

## BOWN'S ÆOLUS BALL PEDALS.

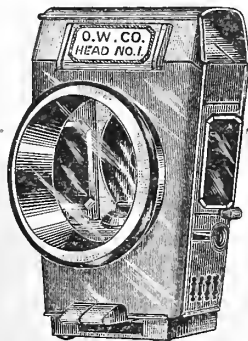
STEEL FORGED, NICKEL PLATED,  
With Strong Taper Pin.

WILL NOT BEND NOR BREAK.

RUBBERS, — Corrugated, Round, or  
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**WILL NOT SLIP.**

Per Pair, \$10.00.



## O. W. CO. LAMPS. HEAD AND HUB.

Finished in Harrington's Enamel,

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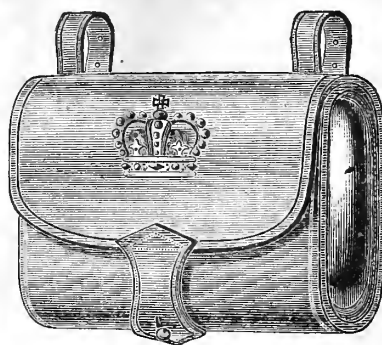
**NICKEL PLATED ON BRASS.**  
*Some Good Improvements.*

SEND FOR PRICE LIST.

MAKERS,

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CHICOPEE, MASS.

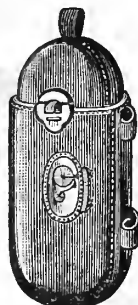
## TOOL BAGS & TOOL BAGS.



### The Crown Wallet.

This Tool Bag is well made, with stiffened ends to hold the shape, easy of access, and plenty of room for tools and cleaning cloth, fully equal and similar in style to The 'Cyclist' Wallet.

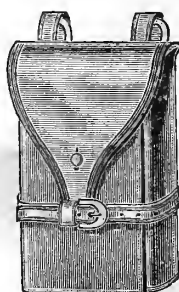
PRICE - - \$1.50.



### TELESCOPE BAG.

Similar to The Handy Tool Bag, but a trifle larger. Neat and well made.

PRICE - - \$1.50.



### THE AMERICAN "DON."

Made like the well-known "Don," of russet and drab colored leather. It is a little larger, and therefore better, and makes an excellent Tool Case for the American Star. Riders of this machine will please take notice.

PRICE - - \$1.50.

When sent by mail, six cents extra on any of the above. Other bags from \$1.00 upwards.

LIBERAL DISCOUNTS TO DEALERS.

**H. B. HART,**  
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## ROYAL MAIL, BRITISH MAIL, — AND — OXFORD BICYCLES.

Sole Retail Agents for Boston,

**Harry D. Hedger & Co.**

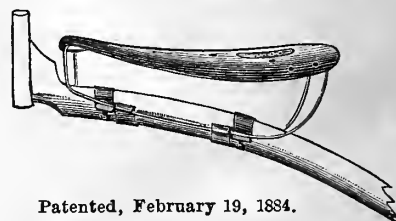
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Repairers, Nickel Platers and Painters

Sundries, Stampings and Forgings.

A Large Stock of New and Second-hand  
Machines constantly on hand Repairing at  
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## DURYEA'S SADDLE & SPRING



Patented, February 19, 1884.

CHICAGO, March 18, 1884.

MISSOURI WHEEL CO.:

Gents, — We have both ridden the Duryea Saddles bought of you last summer in all our rides and races since, and we think so well of them that we shall ride no others in future. Please send us two new ones for our ride from New York to San Francisco.

Yours truly,

WM. M. WOODSIDE.  
WM. J. MORGAN.

Used also by

Prince, Eck, Corey, Hazlett, Armaindo,

AND ALL THE FLYERS.

*Fits any Machine. In short, it is Low, Neat, Comfortable, Adjustable, and Cheap. Why Suffer on the Road any Longer? Try it once and You will "Use no other," for it Makes Road Riding a Luxury.*

PRICES. — Japanned, \$3.00; Nickelled, \$3.75.  
Special Terms to Dealers.

In ordering state what bicycle you ride.

**MISSOURI WHEEL CO.,**

210 and 212 N. 12th Street - - ST. LOUIS, MO.

Send postal for our list of New and 2d-hand wheels.

# THE "ROYAL MAIL,"

LIGHT ROADSTER BICYCLE AND TWO-TRACK TRICYCLE.



Tangent Spokes.  $\frac{7}{8}$  inch  
Warwick Hollow Rim. De-  
tachable Cranks and Handle-  
Bars. Bown's Æolus to both  
wheels. Full Enamel.

50 inch, \$127.50.

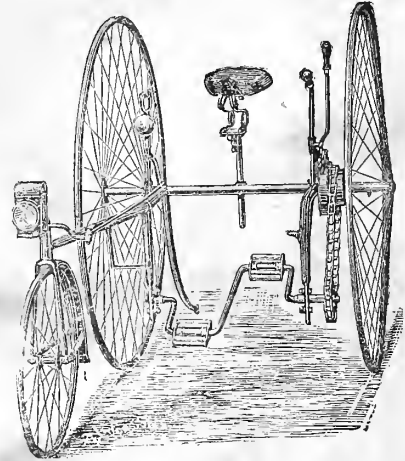
ALSO, JUST OUT, THE

## "OXFORD,"

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We are ready to take orders  
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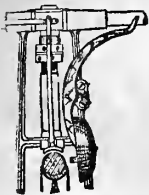
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OUT OF THE WAY;  
NOT EASILY BROKEN;  
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against the moving rubber  
tire, when the roll is rotated

rapidly and operates the hammer of the bell.

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These alarms are finely finished and nickel-plated  
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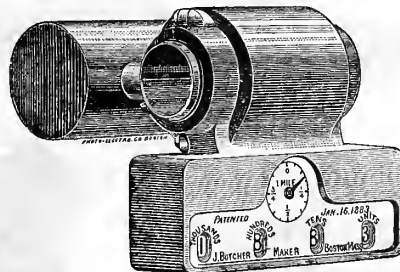
### The Butcher Cyclometer

IS

ALWAYS RELIABLE,

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Can be Read from the Saddle.



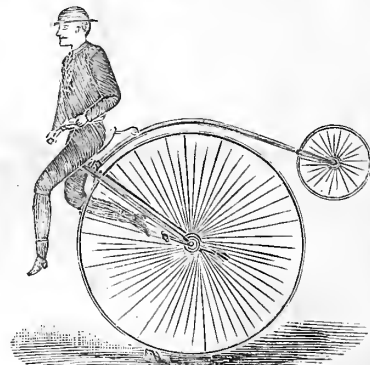
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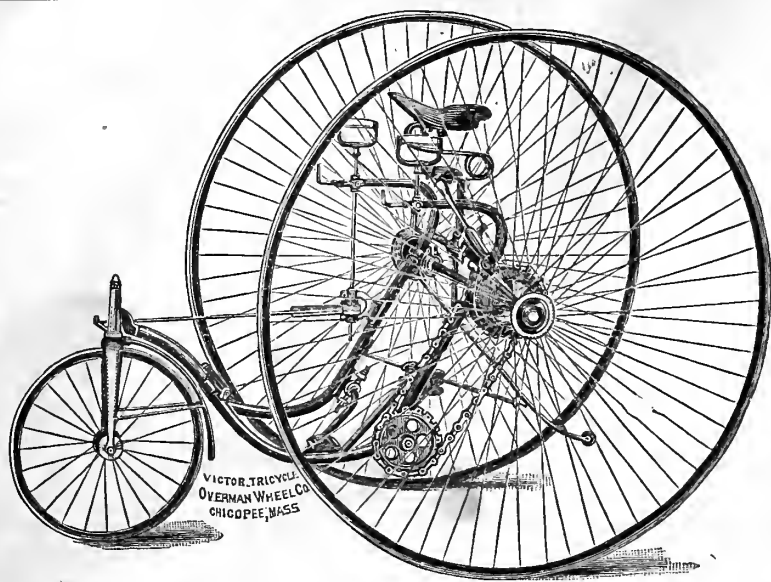


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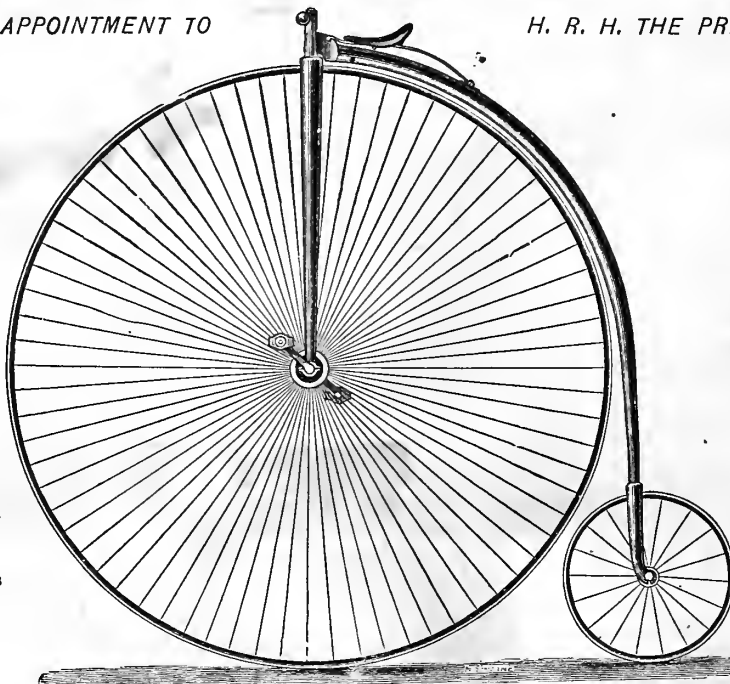
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 8 Pemberton Square, Boston, Mass.

BOSTON, 30 MAY, 1884.

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## ECHOES FROM THE MEET.

BACK to our desk once more, we can  
 look back with pleasure on the expe-  
 riences of our week in Washington among  
 the wheelmen of the country.

IT was a grand success, and though all  
 looked forward with fears to a turbulent  
 and a discordant meeting, we were hap-  
 pily disappointed, and are much gratified  
 to place on record one of the most har-

monious gatherings in the history of the  
 League. The warring of the clans, such  
 as was seen at Chicago and New York,  
 was not witnessed at Washington, for  
 there seemed to be a general impression  
 that there had been enough of this thing,  
 and one and all endeavored to put down  
 the monster in the path of League success.

THE two points on which a division  
 was looked for were happily gotten over.  
 The League decided to render all parti-  
 zan strife in the future a thing of great  
 difficulty by taking into its own hands  
 the management of its gazette, and the  
 friends of the late secretary did not bring  
 his case up.

WE believe the League has taken  
 the right course in the matter of the  
 League gazette. It will cost a deal  
 of money at first, but we have faith to  
 believe it will pay in the end, and that in  
 no event will it tax the League more than  
 it did last year. Harmony is worth pay-  
 ing something for, and it can never be  
 had if the League shows its preference  
 for one publishing house or manufacturer  
 over another by giving it an advantage in  
 the 'cycling world at the expense of the  
 members. The little breeze raised by  
 Secretary Gilman was the only taste of  
 the Jenkins business that was had, and  
 the vote of the meeting conclusively  
 showed that it wanted no more.

THE new officers are worthy of great  
 confidence and respect. Mr. Aaron  
 showed himself to be a gentleman with  
 good ideas and a clear head. We be-  
 lieve he will make the League gazette a  
 power for much good. His youthful  
 appearance suggested to Rev. Mr.  
 Schneider that perhaps he might be too  
 young for so important a trust; but the  
 secretary got the laugh on the clergyman  
 by retorting that he was well past thirty  
 years, and had two wheelmen riding  
 about who called him "papa." We con-  
 gratulate the League that it has a record-  
 ing secretary. The former occupant of  
 that position was so far removed from  
 the centre of 'cycling that it was impos-  
 sible for him to be active in the office.

MR. ALLEY comes to the office of cor-  
 responding secretary with a clean record,  
 with no private ends to serve, and with  
 ability equal to the demands that will be  
 made upon him.

MR. TERRY, the new treasurer, could n't  
 find time to be chief consul of Connecti-  
 cut, and so the League have put more  
 work upon him. Some one has said that  
 the best public servant to choose is not  
 he who has time on his hands, but the  
 one whose time is already fully occupied.  
 Mr. Terry goes to work in his own, plain,  
 blunt fashion, and has a peculiar faculty  
 of taking hold of a subject and mastering  
 it while others are getting their breath.  
 The treasurer's office will be managed  
 with little parade this year, and great busi-  
 ness tact.

PRESIDENT BECKWITH and Vice-Pres-  
 ident Miller are not new to their respect-  
 ive positions, and their qualities are well  
 known. We have had to take issue with  
 the president on several occasions the  
 past year, but we are old enough to de-  
 bate a question of policy or politics with-  
 out regarding our opponent as a personal  
 enemy. We have thought all along that  
 the president was under bad influences,  
 and though we will not discredit him by  
 asserting that he yielded to them, still  
 we can believe that other officials having  
 power and position shaped the course of  
 events as the president did not intend  
 they should be fashioned, and put him in  
 an unjust position in the eyes of the  
 League. We shall lend our aid to fur-  
 ther any of the good projects of the  
 League the coming year, and *per contra*  
 shall not hesitate to condemn what we  
 consider a misshapen policy. We have  
 faith in the new officers, and we com-  
 mend them to the good-will and consid-  
 eration of the members.

WE are under great obligations for  
 courtesies shown us at the meet, and we  
 desire to thank President Hawley and  
 Capt. Hansman, of the Capital Club, the  
 jolly good fellows of the Capital Club,  
 Rev. Mr. Schneider, of the 'Cycle Club,  
 and Mr. W. C. Scribner, of the 'Cycle  
 Club for favors extended. Through the  
 thoughtful consideration of President  
 Overman, of the Overman Wheel Com-  
 pany, and his agent, Mr. Scribner, we  
 were provided with a wheel, and were  
 able to do much about the city that would  
 otherwise have been impossible.

THE Washington 'Cycle Club did no-  
 bly. They are small in number, and they  
 had to do a deal of work. This kept  
 them employed at all times during the



meet, and they had little opportunity to show courtesies to strangers. Just here the Capital Club stepped in, and took charge of the business of entertaining the wheelmen. They did what would otherwise have been undone; and no one appreciates this more than the 'Cycle Club. This brings us back to our old position regarding the League meetings. We believe that the body should pay its own expenses, and do its own work, and that it is manifestly unfair that they should burden the clubs of any city where they may decide to meet with the labor and expense incident to the gathering. It was no easy task for the large clubs of the cities where the League has formerly met to do the work and pay the bills, and it becomes much harder for a small club like the 'Cycle Club to undertake it. No place where the League has been would have it again. We have heard no word of complaint from the 'Cycle Club on this matter, and we speak only as the result of our observations this year and in the past.

THE amendments made to the constitution and rules are important, and in the right direction. We regret that the League decided to pursue the mistaken policy of the past and leave with the officers the right to tinker with the rules. In a multitude of counsellors there is wisdom; and we believe that the League should not allow the small gatherings at the officers' meetings to make and unmake the rules which are the fundamental basis of the organization, and which so largely shape its policy. Perhaps, however, the amendment to Rule 13 gets over our objection in a measure, for it provides that "all business which shall come before the board at their meetings, provided two thirds of the board are not present, such business shall be put to all the members in the form of a mail vote, and a majority of such votes, with the votes of the members present, shall decide." This will prevent the passage of any important amendments by such small numbers as have been gathered at the officers' meetings in the past. It is a step in the right direction. We hope the proper officers will change the wording of the rule, for as it stands it is very poorly expressed.

WE think there was a little bungling with the report, for it was voted to adopt

the amendment proposed to the constitution as submitted by the committee. The amendment in question provided that Rule 1 shall be Article 5 of the Constitution, and that all subsequent rules shall be numbered in regular order thereafter. The purpose of this was to incorporate under the head of the constitution all the rules, and further along the committee provided a closing section, making it somewhat difficult to make amendments. By the adoption of the amendment proposed, the League has therefore decided that the rules shall be incorporated in the constitution, and they have refused to add the new final article, providing for its amendment, and left the old amending clause which refers to "Rules." This is unfortunate; but such slips will occasionally occur.

THE officers decided that the League championships shall hereafter be contested but once, and that some shall be distributed among the clubs. They changed the amateur rule to exclude fancy riders who ride for money from the amateur ranks; and they also provided that the rule shall not apply to boys under sixteen years of age. A provision was made which provides for the expulsion from the League of any person who shall be expelled from an amateur club. The action of the officers in limiting the age of League members may be open to question. They found themselves powerless to make a limitation, as that would infringe the constitution, and to get around it they instructed the officers not to approve the application of any person under eighteen years of age. We think the officers have undertaken a hard job in this, and we do not think it will be made to work.

WE have heard much of the asphalt streets of Washington, and at last we have had an opportunity to enjoy them. All that has been said in their praise we indorse. We generally keep within bounds, though, and we did not carry our enthusiasm so far as some of the visitors did. One enthusiastic wheelman from the land of wooden nutmegs arrived in Washington at ten o'clock on the evening of the day before the Meet, and immediately mounted his wheel for a trial of the streets. He was so well pleased with his experiment that he did not stop till 3 A. M. A person walking along Penn-

sylvania avenue at any time of day or early evening could not but be surprised at the long line of wheelmen in constant sight.

BUT we would not be a true Bostonian if we allowed any city in the country to take the lead of the Hub, and it did not take us long to find the thorn under the rose. The asphalt affords almost perfect riding, but it is fearfully hot, and there is an adhesion to the rubber. It was a positive relief to us after a long ride about the city to get on to the hard macadam of the White House grounds. Then again it is at best but street riding, and this can never be the choicest. When we ride we like to get out of the city into the country to breathe the fresh air and to draw inspiration from the green fields, the trees, the cows, and things. The asphalt is very good in its way, but it tends to make riders lazy, and it is dreadfully monotonous. We would that Boston had such streets, for then our riders could travel with ease from one place to another in the metropolis; but we would not take them at the sacrifice of our fine roads leading out into the country for fifty miles in any direction. On the whole, we do not envy you, wheelmen of Washington, and we regret that all men cannot be Boston born. We once heard of a Boston man who was afflicted with the weakness of modesty, and he was known to have admitted that other cities were equal to Boston, but he died young and unlamented.

WE congratulate the League upon its outlook for the year. It starts with good promise of a successful season, and we sincerely trust that nothing will transpire to interfere with its progress to the attainment of its highest idea.

THE *Wheel* pronounces the League meet a grand failure because nothing of importance was done. We were inclined to look upon it as a grand success, in that harmony was restored and the warring elements conciliated. But if the rumor that reaches us as we go to press is true, we must set the meet down as a signal failure, and unsay all that we have said before this. It is reported that the officers have awarded the contract to supply the League organ to an irresponsible New York firm. We cannot believe this, for we should have to look upon the

proceeding as a most unwarranted one. The organ question was carried through the meeting on the strength of the statements made by the officers that it was possible for the League to establish its own organ, and the general impression given was that no other course would be taken until after a full investigation, and as a last resort. And yet before a week has passed the air is full of rumors that the officers have taken action that never would have been carried through the general meeting. We shall refuse to believe it until we see an official statement, for we do not wish to lose our faith in the new board, nor believe them guilty of such an underhanded proceeding.

A FEELING of disgust creeps over us when we are told that this club or that, that wheelman or another, feels that the WORLD is prejudiced against them because it has happened to be on the opposite side of some question that may have been before the 'cyclists. Bless your soul, my dear fellows, we have no prejudices, and these little flurries of discussion do not change our opinions of wheelmen. We endeavor to give all parties to a dispute a fair hearing, and it does not follow that we espouse a cause because its champion finds room in our columns for his utterances. In justice to ourselves and our readers, we have to cut short many discussions which bid fair to be wearying, but we try not to do so till the whole story has been heard.

THE rights of wheelmen on the highways and the possible remedies for assaults, accidents, etc., are always interesting to the 'cyclist. The bicycle and tricycle have figured in the courts in various roles. It is gratifying to state that with few exceptions all decisions have been just what might be expected, and what was wanted. In fact it has come to be well settled that the 'cyclist, though his mode of locomotion differs materially from any other, is to be regarded in all respects like other people. That the same principles of law and justice apply to him and govern his actions. We referred last week to accidents on public streets and the liability of towns and cities to recompense wheelmen as they must other travellers for injuries sustained by their neglect to repair and keep in a suitable condition highways. A new phase of this matter arises from a recent decision rendered in

one of the West Indies. Every rider in towns where horse cars are in use must have been annoyed if not actually endangered by the careless construction of the tracks or rails in their relation to the roads' surface. Projecting stones, sunken rails, and a general shiftlessness in their repair have and must cause accidents to wheelmen in cities where they abound. In crowded streets paved with slippery stones, it is almost impossible to cross such tracks at right angles, and anything less than that is very apt to be fatal to one's equilibrium unless the tracks are carefully laid and kept in good repair. The liability of a horse car company as distinct from that of the city by a failure to repair may differ in some places from that of the Island of Jamaica, and the exact liability to any one will often depend on statutes, ordinances, and charters. The decision referred to, however, settles, so far as it can, the general principles relating to 'cycles. We reprint it from the 'Cyclist, as being interesting as well as valuable.

Decision of Mr. Justice Curran at the City of Kingston Court, Island of Jamaica, West Indies, in the case of G. E. Burke v. the Street Car Company, rendered 4 April, 1884.

"The plaintiff is a clerk to Messrs. George Solomon & Co., merchants. On 1 December he was riding his bicycle up Orange street, on the right-hand side of the street; a dray was coming down the street on the same hand. When the dray was about sixteen yards in front of the bicycle the plaintiff attempted to cross the car line and get on left side of the street. In doing so it was shown that the driving wheel got into a rut about four feet wide and about two to three inches deep, which was just along the rail, so that the rail projected above the level of the street, and then the wheel struck against the rail, and instead of going over skidded against the side of the rail and the bicycle fell over on the left side, and the plaintiff broke his left arm in two places. Now the Street Car Company's law, 23, of 1875, Sect. 13, enacts that the rail should be laid in such a manner that the uppermost surface of the rails is on a level with the street, and I am of opinion that it is the duty of the company to keep their rails in that condition, so that the public traffic may pass over the rails without danger. Mr. Vendryes, who appeared for the company, contended that the proper construction of this section was that the company, after having laid the rails in the manner just mentioned, were at liberty to let them get into any other state; and that Sect. 12 required the company to repair the rail to the satisfaction of the road authorities; and that it was incumbent on the plaintiff to show that some order had been given by the authorities and disobeyed by the company; and also, that Sect. 21, which permitted the use of a wheel with a flange, showed that Sect. 13 dealt with laying and not with maintaining the rails. But I overruled all these points. I have noted them so that they may raise an appeal if it is considered desirable to do so. But I hold that none of these sections relieve the company of the ordinary obligation of public companies, viz., to be made defendants in a court of law for any breach of the obligations cast on them by law.

"I am of opinion on the evidence that the line was faulty at the spot where the accident happened, and therefore it follows that the company is *prima facie* liable. But the defence of contributory negligence has been raised. The defendants say: 'Admitting the line was out of order, it was the duty of the plaintiff to keep a sharp look out, and he neglected to do so.' Now every lawyer knows that in setting up contributory negligence as a defence, it is necessary to show conduct amounting to recklessness on the part of the plaintiff. In this case I hold no evidence of recklessness has been given. If the plaintiff had been going down the street careering on his bicycle, and this had caused the acci-

dent, it might have been different, but he was going up the street; and every one who knows anything about a bicycle (and I have had some experience of bicycle riding in my younger days) knows that he could not take his feet off the treadles. If he did the bicycle would go backwards and capsize. There was, therefore, no contributory negligence. There was a great conflict of testimony as to the exact condition of the street, but I cannot believe that the plaintiff's witnesses, who were called up at the moment, and who swear they saw the rut and saw it being repaired a few days after, have committed perjury. I think the line should be kept at all points in such a condition that the public may pass over it in safety. The only question remaining is that of damages, and I think £50 not excessive. Had this case been in a superior court, and a verdict for £50 had been awarded, I am satisfied the supreme court would never have disturbed it. A great many hard things have been said about the company, with which I do not agree. I think they supply a great public convenience, and deserve well of the community; but they are making plenty of money out of the public, and ought to keep their lines free of danger to the public. I find for the plaintiff, verdict £50 with costs, and I certify for counsel."

In Massachusetts horse railroad companies are bound to repair all within their tracks, and on unpaved streets their liability extends eighteen inches outside. These matters, which arise from time to time, are of great importance. As the use of 'cycles extends and their influence on the public becomes greater, the repair of roads will be more considered, as it will be cheaper to repair than to pay damages.

LEAGUE CONSUL WHITNEY, of Boston, has the right idea of his duties, and on reading our note on Columbus avenue immediately notified the superintendent of streets. Our energies must largely be applied to the securing better roads. There is much to be done and much can be done, — more than most people imagine.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### Kentucky Letter.

Editor *Bicycling World*: — Victory at last. The following telegram was received to-day: —

FRANKFORT, Ky., 12 May.

NEWTON G. CRAWFORD, Louisville, Ky:

My congratulations to all riders of bicycles. The bicycle act defeated in the Senate. My motion to reconsider never being called up or acted upon, and Legislature adjourned. JAMES R. W. SMITH.

The news has filled us with joy. Mr. Smith, who is senator from Louisville, has worked with untiring energy to defeat the bill ever since it was first brought up, and he has been equal to the task. He voted for the bill and then entered a motion to reconsider. His motion to reconsider never being called up, of course the matter stood just there. To have become a law the Senate would have been obliged to take it up again, acted on motion to reconsider, pass it, and it would then have had to have gone

to the House for it to concur in the Senate amendment, then back to the Senate, and finally to the governor. We have kept the matter very quiet and out of the newspapers. The motion to reconsider was not in the papers, and the parties who had been fighting us thought the bill was a law with the exception of the governor's signature. All we had to do was wait and not have it brought up again, which we did, and the Legislature adjourned at twelve o'clock to-day without taking any further action, so the bill is defeated.

The whole matter has not cost us over \$100, every cent of which has been paid by Louisville bicyclers. We had a fund guaranteed of over \$700, to test the constitutionality of the bill had it become a law. We have had our little trouble, and are through with it we are glad to say. The Legislature does not meet again for two years, and we hope by that time that popular sentiment will be in our favor, and that the public and the legislators will be enlightened so as not to think of or try to pass so unjust a law as the one just defeated.

The latest wheel that has come into favor here has been the light Rudge Roadster, quite a number having been sold recently. The Expert is still a favorite. The Star seemed to have a tide of prosperity, but it has all ebbed out. A great many riders like the principle, and a great many of its points, but the material and workmanship will not bear close inspection, and the machine will not wear. We saw one taken apart the other day, and examined it closely, and it would not bear comparison with the average agricultural machinery.

Third street will soon be finished to the suburbs, and when finished we will have a mile and a half straight-away of smooth asphaltum.

NEWTON G. CRAWFORD.

LOUISVILLE, Ky., 12 May, 1884.

#### Where the Money Went.

*Editor Bicycling World:*—The contemptible insinuation in the "Owl" column of the *Wheel* of 9 May, as an attack on the character of the Massachusetts Division is worthy of this much notice: but half the truth is told, and when the whole story is out the matter has quite a different look. The article is as follows:—

The Pennsylvania State Division treasurer has forwarded to Treasurer Gilman \$50, in answer to a letter of appeal for aid to them from Frank A. Egan, N. Y. L. A. W. Representative. The Massachusetts Division responded to same by replying that "they cannot advise any draft upon division funds for that purpose." No comment is necessary when one stops to consider that the Pennsylvania boys had but \$67 in their treasury, and yet they gave \$50 of that to the needs of the association.

The fact is, Massachusetts has spent, or has incurred liabilities which will take all her treasury holds and more, in the

prosecution of that practical work which there has been such a cry for. The tourist in Massachusetts will find consuls in all important places, appointed hotels and repair places all over the States; the chief consul is prepared to send him the best route from any point to any other point in the State, guideboards are being put up, and in short, we are at work. All this takes money, and \$300 has been a small sum to do it with.

My deduction from the above-quoted article is that the Pennsylvania State Division has not done its duty in advancing the work of the League, for if they had been active the \$67 would be used up in a month's time. The League needs practical, hard-working officers, who will spend the money in the treasury judiciously. We have had enough of the ornamental officer. Duty before generosity.

EDWARD K. HILL,  
*Chief Consul Massachusetts Division.*

#### The C. T. C. at Poughkeepsie.

THE annual meeting of the American branch of the C. T. C. was held at Poughkeepsie, N. Y., Wednesday and Thursday, 21 and 22 May.

The visiting wheelmen were the guests of the Ariel Wheel Club, of Poughkeepsie, who proved to be generous and genial entertainers.

#### WEDNESDAY.

The business meeting was called to order at four o'clock Wednesday afternoon, in the rooms of the Ariel Wheel Club with Chief Consul Weston in the chair. G. W. Halliwell was elected secretary. Considerable business of importance to the organization was transacted. Among other things the resignation of Fred G. Bourne as chief consul for the State of New York was accepted. Dr. A. G. Coleman, of Canandaigua, was unanimously elected to succeed him. Messrs. F. W. Weston, of Boston, W. V. Gilman, of Nashua, N. H., A. G. Coleman, of Canandaigua, Frank Egan of New York City, C. H. Potter, of Cleveland, Ohio, and F. W. Whiting, of Boston, were appointed a committee to select the place and date for the annual tour. The committee reported that they had selected 6 October as the day, and suggested as the most satisfactory tour to wheelmen of the C. T. C. "the wheel around the Hub." The report was accepted, and Boston was selected, where, on 6 October will be held a grand meet and run of the 'cyclists of America.

In the evening the visitors were entertained at the Morgan House. The Ariel Wheel Club were out in full force, and *mine host* Griggs outdid himself with the spread. The dining room was decked with ferns, primroses, and lilies, and the immense table was set with every delicacy in season, and it was profusely ornamented with flowers. In the centre was a miniature bicycle, elaborately trimmed with roses and smilax.

The following toasts were responded to: "Our Country," F. W. Weston,

chief consul C. T. C.; "The C. T. C.," C. H. Potter, of Cleveland; "The L. A. W.," Dr. A. G. Coleman and William V. Gilman; "The Citizens" and "Ixion Club of New York," F. G. Bourne and Frank Egan; "Our Hosts, the Ariel Wheel Club," C. F. Cossum; "The Ladies," Rev. Mr. Graif, of Athens, N. Y.; "The Court and Wheelmen," E. F. Hill, of Peekskill.

#### THURSDAY.

At an early hour on Thursday the visiting 'cyclists were up and astir, and, under escort of the Ariel Club, paid visits to many points of interest in and about the city. There were quite a number of arrivals during the forenoon from points along the river and other places.

The procession was announced to start from Mansion square at two o'clock in the afternoon. Long before that time an immense concourse of people, men, women, and children, had congregated in the immediate vicinity to see the procession move. In the meantime the 'cyclists, who had made their headquarters at the Morgan House, under escort of the Ariels, left that place and proceeded to the park, where the line was at once formed, and moved in the following order:—

#### Pace Makers.

Messrs. Shaffer and Fitchett.  
Chief Consul Frank W. Weston, Commander.  
Staff.  
A. H. Vail, Aid, 'Cyclists, Touring Club Division.  
J. H. Ostrander, Aid, Unattached Wheelmen.

At all points along the route there was an immense number of people congregated to view the riders. The staff of the chief consul were clothed in the regulation uniform, the cloth of which is made expressly for the members of the 'Cyclists' Touring Club. The Ariel Wheel Club appeared for the first time in their new uniforms of blue broadcloth. It is tastefully trimmed with black braid, with blue stockings, and blue helmets, on the front of which is a gold and silver monogram, "A. W. C." The handsome appearance of the members and their skillful riding were much admired, especially by the fair sex.

At the word the party started through Hamilton street to Church, then to Academy, to Livingston, to Hamilton, and through Hooker avenue to Vassar College. There they were received by Treasurer Williard L. Dean and Mr. Wm. H. Wheeler, and shown through the museum, art gallery, and music rooms. The party then went to Dr. M. Downing's residence, 170 Mansion street, and were treated to a liberal supply of lemonade. Going through Mansion and Washington streets to the Hyde Park road, they arrived at the Hudson River State Hospital for the Insane, and were cordially received and entertained by Messrs. Hume and Miller. The party then returned to the Morgan House and disbanded.

# STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

## THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

**SPECIFICATIONS.**—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone  $1\frac{1}{2}$  x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with  $\frac{1}{4}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims;  $\frac{1}{2}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Parallel Bearing Hancock Rubber Pedals.

PRICE; 50-inch, Enamelled and Nickelled, \$136.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

## THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 6-inch Straight Handle-Bar, Humber Head, 1-inch and  $\frac{1}{2}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts nickelled.

PRICE, 50-INCH, \$105.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

## THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, 34 lbs. The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

**SPECIFICATIONS.**—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes enamelled, other parts NICKELLED. Price, 50-inch, \$140.

## THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

**PRINCIPAL FEATURE.**—The Patent **Differential Double Driving Axle**. This is the **only perfect double driving gear** known. For full description of this gearing see Catalogue.

**SPECIFICATIONS.**—Driving Wheels, 50-inch; Running Level;  $\frac{1}{2}$ -inch and  $\frac{3}{4}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs,  $6\frac{1}{2}$ -inch and  $3\frac{1}{2}$ -inch; **Aeolus** Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft,  $5\frac{1}{2}$ -inch Throw; Ball Pedals; Band Brake; Adjustable 1 Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

## THE APOLLO TRICYCLES.

Manufactured by SINGER & CO., Coventry.

## THE COVENTRY ROTARY, TANDEM AND CONVERTIBLE.

Manufactured by D. RUDGE & CO., Coventry.

ALL THE ABOVE MACHINES AND PARTS OF SAME CONSTANTLY ON HAND.

Good Agents Wanted.

Send for Catalogue.



# COLUMBIA BICYCLES AND TRICYCLES.

STANCH AND RELIABLE ROADSTERS.

*The Columbia Machines in Practicability, Durability and Finish, and for General Road Use, are all that the Finest Material and Most Skilful Workmanship and Scientific Construction can produce.*

*One of the many advantages of possessing a Columbia Machine is that these Machines are made upon the*

## INTERCHANGEABLE SYSTEM,

*and in case of breakage (the best mechanical contrivance, whether bicycle or carriage, is liable to meet with accident), the owner can immediately procure a duplicate part of the Company, or of their Agents, located at all important points.*

## THE POPE MFG. CO.,

Principal Office - - - 597 WASHINGTON STREET, BOSTON, MASS.

Branch House - - - 12 WARREN STREET, NEW YORK.

## GORMULLY & JEFFERY, —CHICAGO,—

*Exclusively Licensed by the POPE MANUFACTURING COMPANY  
to Manufacture a High Grade Wheel,*

# THE IDEAL BICYCLE,

In Sizes from 38 to 50 inches, from \$35.00 to \$72.00.

The best medium-priced Bicycle in the market. Has patented meritorious features to be found in no other Bicycle. Our patented specialties include:—

THE GLOBE CASED SELF-ADJUSTING BEARING,  
IDEAL SPRING,  
ADJUSTABLE RUBBER STEP,  
IDEAL RUBBER HANDLES,  
NON-SLIPPING AND NON-SINKING TIRES,  
RIGIDLY CLAMPED CENTRE SCREWS.

Every IDEAL BICYCLE has the Head, Handle Bars, Brake, Spring, Cranks, and Pedals Nickel Plated. They are also furnished Half and Full Nickelled. We manufacture a larger line and greater number of Bells than any other firm in the United States. Supply the celebrated Loudon's Tire Cement to large consumers at close quotations. Manufacture Flags, Flag Staffs, Saddles, Tool Bags, and other Sundries. Have a department for Repairs and Nickel Plating, for which we are unexcelled. Notice the New Address:

*222 and 224 North Franklin Street, Chicago, Ill.*

## A. M. W.

At a meeting of the Missouri State Division, held last Tuesday evening, it was unanimously voted to disband the State Division. The conclusion was reached by most of our men some time since that the L. A. W. was of no direct use to us so far west. The growth of this opinion, strengthened by the recent trouble in Kentucky, and the inability or disinclination of the League to meet it, culminated in the action taken. While of course we all had our opinions in regard to the Jenkins and other troubles which have recently disturbed the League, these had little or nothing to do with the disbanding of the State Division. The prime cause was the one I have already stated: our distance from the eastern centres. The only advantage we could derive from the League would be its strength and money behind us in time of trouble. The Kentucky trouble has, however, shown us plainly enough that we must not rely on that, even if we had not been explicitly informed so by one of the chief officers of the League, in reply to a letter of our chief consul, Mr. Senseney.

After the L. A. W. meeting had adjourned, another was held for the purpose of forming a State organization. At this meeting was formed the Association of Missouri Wheelmen.

Mr. E. M. Senseney was elected president, George C. Oeters vice-president, and John S. Rogers secretary and treasurer. These officers in conjunction with Messrs. Young and Berger, form the executive board.

The objects of the new association are, primarily, the same as those of the L. A. W.; it will, however, exercise no control over racing matters, being formed strictly to protect the rights and advance the road-riding interests of Missouri wheelmen. All 'cyclists of good standing' will be admitted, no distinction being made between amateurs and professionals. We already equal in strength the former State Division, and as applications are rapidly coming in, I can safely assert that in less than a month we shall double it. We will not only be able to do better work with an organization of our own, but will have the advantage of a much stronger membership, and will be able to keep all our funds in our own State. We do not wish to be understood as opposing the League; on the contrary, many of our members are also members of the League, and will no doubt continue so.

With the best wishes of the A. M. W. for the continued success of the League, I remain,

JOHN S. ROGERS,  
Sec'y A. M. W.

## Detroit Tour.

THE Detroit Bicycle Club have issued a programme for a week's tour through picturesque western Ontario. The party will leave Detroit on the morning of 13

July and arrive home the following Saturday evening. The route lies along the shore of Lake Erie to St. Thomas, passing through a lovely country dotted with villages; thence through London across the province to Bayfield and Goderich, the noted watering places on Lake Huron, over a route full of charming scenery; thence to Sarnia, at the head of St. Clair River, through a fine country; thence by steamer down the beautiful St. Clair River, through the famous St. Clair flats ship canal, and across Lake St. Clair to Detroit. The route has been laid out so as to assure excellent roads, and the distances for each day's ride are adjusted according to the smoothness of the roads, so as to be easily rideable without fatigue by the least experienced rider, while plenty of time will be afforded to fully enjoy every romantic scene and exploit in all the important towns. The trip will be inexpensive, the entire cost per man not exceeding \$15, including personal extras. This tour is not designed to interfere with the great Canada tour from Niagara Falls to Boston *via* Toronto, the Thousand Islands, the St. Lawrence Rapids, Montreal, Ticonderoga, Saratoga, Albany, and the Hoosac Tunnel to Boston, which will start from Niagara Falls on 14 July, under the direction of the Chicago Bicycle Club, but will afford a week's outing to those who cannot spare time or money for the great tour. Wheelmen wishing to join the party will please forward their names to Leon C. Fink, care of Parke, Davis & Co., secretary Detroit Bicycle Club, immediately.

## CURRENTE CALAMO

## A Phonetic Phantasy.

WHILE spinning down a country road,  
With effort swift each muscle gload;  
Alas! ere long it blew and snoad.

I'd left the smoky, busy city  
To seek the country, fresh and prity,—  
The weather changed! And hence my dity.

So, while I cursed my almanac,  
I moodily exclaimed, "Alac!  
Methinks I soon must travel bac."

The snowflakes blinded either eye,  
And when to mount a hill I'd treye  
I found it very much too heye.

But, at the top, the mud opaque  
From off my garments I would shaque,  
And, mounting, grip my trusty braque.

Anon a hostelry I spied,  
"Wherein," thought I, "I will abide  
Until the weather clears outsid."

Lifting my hat, for etiquette,  
And mopping from my brow the swuette,  
The smiling barmaiden I muette.

Eftsoons a steaming dish of tea  
The Hebe brought. "This is," said shea,  
"Headquarters of the C. T. Cea."

The pretty barmaid, fresh and young,  
Plied with facility her toung,  
While I upon her accents hung.

And, though she begged me not to tease,  
Her dimpled hand I strove to sease,  
And round her waist my arm to squease.

And while I praised her eyes of blue,  
And strove to steal a kiss or tue,  
She cried, "Oh! my; adone now, due!"

And when I told her that my heart  
Was deeply torn by Cupid's deart,  
She answered, "Could you eat a teart?"

Thus lightly with my love she played,  
And cast across my hopes a shayed;  
That pretty, heartless little mayed.

Then, as the clock was striking eight,  
No longer did I care to weight,  
Not wishing to be out too leight.

So, winding up our dialogue,  
I took a parting glass of grogue,  
Then homeward steadily did jogue.

—Bicycling Times.

D. J. Canary of Boston and Warren Wood of Chicago have signed articles for a match at fancy bicycle riding, to occur June 14.

OUR index for Vol. VIII. is now ready. It can be had free on application.

R. V. R. SCHUYLER, of New York, has changed his address from 189 Broadway to 17 Barclay street.

WE have received Gormully & Jeffery's new prize list, which contains a full description of their ideal bicycle, and a number of accessories. The firm have made it worth keeping by putting at the end a number of valuable hints to wheelmen, and instructions how to ride. This is a good idea and we notice that other makers have adopted it.

THE John Wilkinson Company have issued a record book, which will meet the wants of many. The blanks are few in number, and there are no complicated word symbols. Being but two and one half inches wide, it slips into the vest pocket easily. See advertisement.

THE Elmira *Telegram* publishes a portrait of John Brooks, the ten-mile champion.

An advertisement of the "Outing" magazine has recently appeared frequently in several of the English cycling journals announcing that "some of the contributors are O. W. Holmes, J. G. Whittier, G. W. Curtis, G. P. Lathrop, J. B. O'Reilly," etc. For some reason it does not display any of these names on this side the water, where they are best known! This is very curious, and we expect to give our readers an explanation of it either from the magazine or from the authors mentioned.

THE United States custom-house officers seized a large stock of bicycles at the store of the Cunningham Company on Tuesday, for alleged undervaluation. It would seem that the Cunningham Company had a special contract with Bayliss, Thomas & Co., by which they agreed to pay £2 in addition to the regular price of the machines purchased for the exclusive right to handle

them. On this extra sum the government claim a duty and because it has not been paid they have made the seizure. The Cunningham Company will explain further in our next issue.

THE Massachusetts division will hold a meet and run 7 June. The run will be to South Natick, where the business meeting will be held. In case of rain, the run will be given up. Start from Trinity square.

THE *Herald* says that associate membership in clubs does much to add to the interest taken in wheeling matters, and often results in active membership, and yet the Boston Club was severely criticised when it first admitted associate members to its ranks. The move was too good to remain long unrecognized.

At the meeting of the Citizens' Bicycle Club, of New York city, held 25 April, 1884, handsome prizes were offered in a three-mile race. The course was marked out so that there were nine laps to the mile. Theodore W. Roberts, captain of the Ariel Wheel Club, of Poughkeepsie, N. Y., held first place until, on the twenty-third lap, he was passed and forced to take second place, which position he held to the finish. The judges then announced that Annin, of Brooklyn, was entitled to the second prize, but Mr. Roberts's friends protested, claiming that Annin was behind Roberts at the finish. This was conceded by Mr. Annin, who claimed, however, that he had passed Roberts during the race, and that he, Annin, had nearly gained a lap on Roberts. As the winner of first place, Mr. Condon, of Brooklyn, was but a short distance ahead at the finish, it was evident Mr. Annin was mistaken. Mr. Condon stated that no one other than Mr. Roberts had passed him in the race. The prize, a handsome medal, was withheld, and last week Mr. Roberts was notified by the judges that they had been mistaken concerning Mr. Annin's finish, and that the prize had been awarded to Mr. Roberts.

RUDGE & Co. are out with a challenge to match the Coventry Rotary tricycle against any other in the world, either on the road or path.

THE latest accessory is a tricycle jack, made by an English firm. It consists of an upright tube some fifteen inches in length, supported on a simple stand. Within this tube a rod eighteen inches in length slides, the lower part of which is provided with a series of a dozen holes at intervals of an inch apart, through which a pin attached to the tube by a chain passes, and places the instrument at any desired elevation. The upper end of the rod is forked, and provided with the usual lever catch piece at the top, dropping into either of four ratchet teeth on the lever handle, and holding it in position while the short arm of the lever is curved. It is useful for cleaning such parts as require the suspension of one side of the machine during the operation.

AMERICAN 'cycling bodies are not alone in their little troubles. There has been a little breeze across the water between the N. C. U. and the Tricycle Union. The former, which is the older body, has assumed to take charge of the racing interests, to make rules, and to establish championships. The Tricycle Union, feeling itself able to stand alone, undertook to establish championships, and to run them regardless of the N. C. U. or its rules. Immediately the N. C. U. threatened to suspend any person who entered the races. There has been a good deal of wordy warfare and bluster, but the war has now ended by the abandonment of the race meeting by the Tricycle Union.

MR. WILLIAM B. HOWLAND, the treasurer of *Outing and the Wheelman*, is rapidly gaining strength, and will probably be as strong as ever in a few weeks.

MR. ALFRED E. KING, of the Pope Manufacturing Company, was married last week to Miss Gertrude M. Stratton. He was the recipient of a set of cyclopædias, elegantly bound, from his fellow-clerks.

COL. ALBERT A. POPE, the president of the Pope Manufacturing Company, who has been visiting Mexico as one of the party of Mexican Central Railroad capitalists, returned Thursday of last week.

It is very probable that the next meet of the L. A. W. will be held at New Orleans. — *Globe*. It is very probable that the writer of the foregoing is out of his mind.

In last month's "Cassell's Magazine" the "Family Doctor," who pens a monthly article on medical matters, enumerates a long list of popular recreations, and concludes by stating that at the top of the list he places tricycling, as being by far the most healthful recreation he knows of.

THERE will be a State meeting of bicyclists held at Des Moines, Iowa, May 31, to organize a State society of wheelmen. The chief consul for the State, W. L. Howe, of Oskaloosa, has issued the call.

THE *Agricultural Review* publishes a very good article on the construction of country roads by Forest K. Moreland. It is reproduced by the *Columbia Republican*, of Hudson, N. Y. Wheelmen might find it useful to send to their local road officers.

JO. PENNELL will have an illustrated article on his European tricycle trip in an early number of the *Century*. He is arranging for another trip on which he will have the company of his wife. They will use a Coventry tandem.

J. S. (NOT "W. R.," as we stated last week) Murray, inventor of the Columbia rat-trap slipper, has invented and patented a ball-bearing, which he claims to be the only thoroughly adjustable and dust-proof bearing in the market, which will soon be fully illustrated in the BICYCLING WORLD.

MR. E. P. BURNHAM writes us that he endeavored to climb Corey Hill on a Royal Mail bicycle the past week, and, though he did not reach the summit, he went farther by twenty feet than Prince, of Pittsfield, who reached the highest point attained by a crank machine in the hill-climbing contest last fall. On Monday Mr. Burnham rode from Newton to Lynn and return, thirty-six miles, in 3h. 13m. Had a stiff head wind going down, and the same at his back returning.

MESSRS. Sheriff, Bennett, Kennard, and Parker, of the Manchester Bicycle Club, went to Milford Sunday morning, and the three first mentioned continued the ride to Nashua and home through Litchfield. They were accompanied to Bedford by others of the club, who returned by various roads. In the afternoon eight of the local wheelmen met the party from Nashua at a point about two miles below Coff's Falls, and returned to the city with them. Mr. Sheriff's cyclometer, Butcher, registered as follows: Manchester to Milford, sixteen miles; Milford to Nashua, eleven miles; Nashua to Manchester, eighteen miles.

WE have just received the first number of the new 'cycling weekly, published in London. The name of this new candidate for a place among the 'cycling publications is *Wheeling*, and is edited by Harry Etherington, the London agent of the WORLD, and W. McWilliam. It is a very interesting paper, abounding in short paragraphs and news items.

#### After the Meet.

THE recorder wishes to go back to the meet once more to pick up a few stray items which he found it impossible to note in the last issue.

IT was a grand success. We think we have said that before, but reiteration is one of the weaknesses of the press, and we sometimes fall into the practice.

THE Capital Club issued a fine map of the city, showing the asphalt streets. This was of great service to the wheelmen.

THE game of polo, as played by the Washington and Smithville teams, proved an interesting spectacle, and very exciting. It was surprising to witness the command which the riders had over their machines, and the people held their breath when the four would come together with a rush in a struggle for the ball, but the brakes would be applied in time and no collision would occur. The practical uses of the game was demonstrated during the parade. A small dog rushed into the ranks of the Capital Club, and there was danger of his getting under the wheels, but Will Robertson picked him up on his little wheel as he would a ball at polo and threw him on to the sidewalk.

ON Wednesday, after the meet was concluded, the Springfield Club was accorded a reception by President Arthur, at the White House. They invited the

board of officers, our representative, and a number of wheelmen to accompany them, and proceeded in a body to the mansion. They were received in the library after inspecting the house.

SOME few weeks ago Rex Smith and Will Robertson rode down the steps of the Capitol on a Star bicycle, and previously Capt. H. S. Owen had done the same thing on a Columbia. Not to be outdone, Dan Canary announced his intention to attempt the feat on his single wheel. The announcement drew a large crowd of people, but the police interfered and forbade the attempt. They also stopped an exhibition of his riding on the park in front of the Capitol. Had Mr. Canary gone quietly by himself and attempted the ride he would not have been interfered with, but the publicity given to the affair by the previous announcement drew the attention of the authorities, and hence the veto.

THE races were financially successful, and some \$500 will be put into the treasury of the League, besides the return of the money appropriated. It was a great disappointment to the crowd that the mile championship was a failure, and cries of "Run it over again" were heard, but this was not to be thought of, for Hendee was fairly entitled to the race, and Frazier was without a machine.

THE track, which is built to measure a mile three feet from the pole, was carefully staked off and made to come within the requirements of the League rules.

A CAREFUL count was made of the strokes made by Brooks and Chickering in the ten-mile race, and it was found that the crank machine made eighty-five and the Star sixty-five in going the quarter-mile.

THE arrangement of the races was the occasion of considerable comment, and was condemned or approved in accordance with the different views taken of it. The racing board were asked to put the 25-mile race first to accommodate the clerks in the departments who desired to see the races, but could not get away from business till 4 P. M. Putting the long race first allowed them to get to the track in time to see the most interesting races of the day. On the other hand, it was said that it was unfair to Frazier to make him run twenty-five miles before meeting Hendee, but as the man most interested, Frazier, did not complain, and told us personally that the long race would warm him up, we cannot think that others should find fault.

GASTRONOMICALLY considered, the dinner was a failure, and not so good as that served daily at the hotel for one half the price charged.

THE Capital Club can claim the top record for the number of men in line at a League parade. Their number, seventy, has never been reached before, the nearest being the forty-nine men in the K. C. W. ranks at the New York meet.

THE horses that carried the trumpeters

at the head of the line were completely knocked up and hardly able to crawl home. We did n't hear that any of the wheelmen were disturbed and we doubt if any stayed away from the races that afternoon on account of fatigue.

THE track was so poor that Hendee could use neither his racing bicycle nor tricycle. Both machines ridden by him were roadsters.

WE shall go to Philadelphia Buffalo, or Cincinnati next year. Which?

THE officers held a secret caucus at the Arlington the night before the business meeting, and arranged matters as they were finally carried out. Mr. Charles E. Pratt, though not a member of the board, was invited to preside.

## RACING NEWS

INTERCOLLEGIATE RACES. — The two-mile bicycle race in the intercollegiate games at Mott Haven was uninteresting. Norton, of Harvard, was afraid of the corners and did not enter. The final heat was won by L. B. Hamilton, of Yale, in 6m. 48 1-5s.; C. A. Reed, of Columbia (2), 6m. 59s.

WASHINGTON, 26 May. — The ten-mile bicycle race at Athletic Park to-day, between Messrs. Prince, Higham, Woodside, and Morgan, for the championship of the world, was won by Prince. Prince took the lead at the start, but kept it only for a few laps, being passed by Woodside. Morgan was left behind at the start, and dropped out of the race after running about a mile. Later, Higham took the lead, with Prince second, but afterwards Woodside again went to the front and led the race to the last half mile, with Prince third. About this time one of the spokes in Higham's machine broke, and he had to dismount, thereby giving Prince second place at the beginning of the last quarter. Prince then spurred, passed Woodside, and crossed the line winner by several yards. Time, 32m. 46s.

E. F. LANDY, of Cincinnati, gained a great deal of glory in the Capital Club races, and it was regretted that he did n't enter the League championships. He will be heard from in the future, for he is young in years and promises much.

GEORGE M. HENDEE, has, since his debut in fancy riding at Worcester, Mass., April, 1882, won twenty-eight first prizes and three second prizes, valued at \$2,600.

THE Athletic Park Association, of Cleveland, now a stock company, has received subscriptions to nearly the amount of its capital stock (\$6,000). The officers are J. H. Wade, Jr., president; F. T. Sholes, vice-president; J. H. Collister, secretary; B. F. Wade, treasurer.

AMONG the events of the New York Athletic Club games, which will take place 7 June, are included a three-mile handicap bicycle race and a mile handicap tricycle race.

The new track on the Union grounds is now open for riders, and will be the scene of many exciting brushes during the week.

FROM fifteen to twenty members of the Pawtucket Bicycle Club will come to Boston 30 May, running to Chestnut Hill reservoir in the morning, and attending the Ramblers' races in the afternoon.

IN the spring meetings of the respective colleges the following records were made by collegians: Two miles — L. B. Hamilton, Yale, 6m. 57 3/8s.; C. A. Reed, Columbia, 7m. 59s.; F. F. Howard, Cornell, 9m. 11 1/8s.; Stearns, Princeton, 8m. 20s.; N. Y. Smith, New York School of Languages, 8m. 59s.

AT a race meeting to be held shortly at Toronto, Can., one of the events is announced as open only to those who do not ride on Sundays. The prize is awarded by a minister.

THE arrangement for the Ramblers' race meeting have been completed by the selection of the following gentlemen to act as officials: Referee, W. I. Harris; judges, Frank Egan, of the Ixion Club, of New York; Charles P. Shillaber, of the Massachusetts Club; E. C. Hodges, of the Boston Club; and Herbert W. Hayes, of the Cambridge Club. Starter and handicapper, Charles S. Howard, of the Ramblers; clerk of the course, A. D. Peck, Jr., of the Ramblers; aids, W. C. Stahl, Fred F. Rhodes, W. E. Webber, H. H. Frost, S. S. Colburn; scorers, H. D. Corey, W. J. Campbell, and Frank R. Brady. The timers have not yet been selected, but will probably include J. G. Lathrop and J. M. Allen. The reception committee will consist of Edward L. Parker, A. L. Flocken, W. A. Chapman, George W. Tyner, and George B. Fillebrown. The following is the official order of the races: 1, first heat of half mile; 2, first heat of one mile; 3, one-mile club championship; 4, one mile, hands off; 5, second heat of half mile; 6, second heat of one mile; 7, two-mile club handicap; 8, five-mile handicap; 9, one-mile tandem; 10, third heat of one mile; 11, two-mile straightaway; 12, third heat of half-mile; 13, ten-mile straightaway; 14, five-mile professional. The medals and prizes are now on exhibition at the store of Messrs. H. H. Tuttle & Co.

MR. V. C. PLACE has not returned East, as has been stated in the papers. He is still in New Mexico, and cannot possibly leave before May or June, 1885. He will then return East and enter the racing field once more.

THE ten mile road race at Louisville, Ky., was contested Saturday, 17 May. The race was from the reservoir five miles out and return, and the starters were Henry Welle, Will Bean, Harry Lewis, and Joe Gard. The race was a very pretty one. Welle and Lewis gained the turning point neck and neck, and continued almost in that position all the way back, until, when about a hundred yards



from the "string" Lewis took a header, which enabled Welle to win the race and first prize. Welle's time was 48½ m. and Lewis's 49 m., Bean third, Gard fourth. The race was very exciting, and was witnessed by about twenty-five wheelmen and one hundred other people.

THE second annual meet and races of the Binghamton Bicycle Club will take place at the Whitney driving park the latter part of June. The club will offer several hundred dollars in prizes, — gold medals to first, silver to second. There will be eight open events, for all amateurs. A list of events and prizes will soon be made public.

### WHEEL CLUB DOINGS

WINGED WHEEL CLUB, Elkhart, Ind. Newly organized. Officers: A. F. Kelly, president; Dr. C. S. Pixley, vice-president; Frank Olds, captain; Hugh Maxon, lieutenant; Fred E. Hunt, secretary and treasurer.

CHICAGO. — A special meeting of the Chicago Bicycle Club was held Tuesday evening, the 13th inst., to arrange for the meet of Illinois wheelmen, 30 May, when a State division of the L. A. W. will be formed. J. O. Blake, as chief consul, appointed the following committees: On reception — Messrs. B. B. Ayers, chairman; N. H. Van Sicklen, C. P. Van

Schaack E. Mehrling, John Valentine, H. F. Fuller, S. H. Vowell. On boulevards — Messrs. L. W. Conkling and John Valentine. Capt. E. F. Brown, of the Chicagos; was appointed marshal, with power to select his aids for the day. The programme for the meet will be as follows: Visiting wheelmen will be met at the various depots and escorted to the official headquarters of the State division, at the Leland Hotel, where an assembly will be called promptly at 10 A. M. The parade will commence as near that hour as possible, and extend over the following route: From club-house of the Chicago Bicycle Club, south on Michigan avenue to Thirty-fifth street, east to Grand boulevard, south to South Park, through Park to Sixtieth street, east to Jackson Park, through same west to Fifty-seventh street and Jefferson avenue, north to Fifty-first street, west to Drexel boulevard, north to Oakwood boulevard, east to Grand boulevard, along same and South Park avenue to Thirty-first street, west to Prairie avenue, north to Twenty-fourth street, west to Michigan avenue, and return thence to club-house, covering a distance of about seventeen miles. Following the parade will come a banquet, given to visiting wheelmen by the Chicago Bicycle Club, in the Leland Hotel, after which the meeting to form a State division will terminate the day's proceedings. About 250 wheelmen are

expected to be in the line of march, and while, as stated above, visitors will be met at the depots, so far as possible, all wheelmen are requested to report at the Leland immediately upon their arrival.

AT the May meeting of the Lancaster (Pa.) Club, held on the first inst., a reorganization was effected, consisting of the most active of the eighty-three members, and the following officers elected to serve until 1 May, 1885: President, Dr. E. P. Day; vice-president, John C. Hager; secretary and treasurer, Will B. Youngman; captain, W. Frank Gorrecht; lieutenant, E. P. Day; bugler, captain, color bearer, F. A. Achey.

THE Concord, N. H., bicyclists have organized as the State Capital Wheelmen, with Rev. Henry Bedinger as president, and W. T. Chandler, secretary and treasurer, and a full board of officers. There are some fifteen members at present.

THE L. E. C. W. are expecting a large attendance at their meet on Decoration Day at Salem. The Salem Bicycle Club has undertaken to take charge of all matters concerning the entertainment of visiting wheelmen. The parade will begin at 10 A. M., the Salem Club performing escort duty. The dinner will be served at 2 P. M. The tickets will be seventy-five cents each, and can be procured at the headquarters in Kinsman Hall on

# GRAND BICYCLE TOURNAMENT AND EXPOSITION.

UNDER THE AUSPICES OF

THE QUAKER CITY BICYCLE CLUB,

TO BE HELD IN

Philadelphia, at Broad and Dickinson Streets,

JUNE 17, 18, and 19, A. D. 1884.

PHILADELPHIA, March 31st, 1884.

To Wheelmen:—

Under the auspices of the Quaker City Bicycle Club, of Philadelphia, a grand Wheelmen's Tournament and Exposition will be held in this city on the 17th, 18th and 19th days of June next. To make this meet and tournament one of the grandest events in the history of American 'cycling, and one at which wheelmen everywhere will wish to be present, the Club will spare neither pains nor expense. To attain its object the expenditure of a large amount of money is necessarily involved, and the grandest and most valuable prizes ever offered to wheelmen will be presented on this occasion. Within the large and commodious enclosure secured for the purpose, there has been constructed a magnificent half-mile track, which will be found second to none in its adaptation to the wants of wheelmen. The grounds and track will be brilliantly lighted with electric lights, and the introduction of night races will prove an interesting feature of the event. The races embrace thirty events, sanctioned by and under the rules of the L. A. W., and will engage the attention of wheelmen during the three days of the tournament. Prizes, aggregating in value the sum of \$5,000, consisting of handsome silver sets, gold watches, bicycles, medals, etc., will be awarded successful contestants. The beautiful prizes in silverware were especially designed and manufactured for the Quaker City Bicycle Club by Harrison Robbins & Son, of this city.

Reduced rates of railroad transportation and special hotel accommodations will be procured for visiting wheelmen and all others participating in the tournament. To all individual wheelman and 'cycling clubs a hearty invitation is extended to be present with us, and make this a memorable event in the history of American 'cycling. All letters of inquiry should be addressed to

C. E. UPDEGRAFF, Secretary,

Broad and Spring Garden Streets,

PHILADELPHIA

Washington street. The annual meeting and election of officers will be held at headquarters immediately after the parade. In the evening there will be dancing at Kinsman Hall.

NEW BRITAIN, CONN. — Officers elected, 6 May: President, F. Slater; secretary and treasurer, W. B. Rossberg; captain, C. C. Rossberg; 1st lieutenant, W. S. Case; 2d lieutenant, A. F. Corbin; standard, H. B. Arnold; club committee, president, secretary, captain, J. Williams, and U. T. Burrill.

THE CRESCENT CLUB has been organized at Chattanooga, Tenn., with the following officers: Captain, Clark H. Horne; secretary, John S. Lindsay; treasurer, Fred Thacher; Lieut. J. J. Dixon; bugler, T. C. McKenzie; and Frank P. Smith, chairman.

CHEYENNE (WY.) CLUB. — New officers: President, Frederic S. Hebard; captain, Fred Bond; financial secretary, Frank H. Clark; bugler (appointed by the captain), George F. Inman.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

A. J. CLARE. — Very sorry you should have had any trouble. Will try and fix things in future.

H. S. TIBBS. — Thanks for book.

A. H. OVERMAN. — Book at hand. Will read and notice next week.

H. B. DONLY. — Would like to be with you, but can't see our way clear to do so. Thanks for book.

E. R. W. — "Kangaroo" is a term originally applied in contempt to the Star. The friends of the machine show their utter disregard for the slur by using the word themselves.

MISSOURI WHEEL COMPANY. — We have no copies of the English papers save our private ones which we keep on file.

## FIXTURES

Friday, 30 May:

Chicago, Ill. Meet to form Illinois State division.  
Meet of Essex County Wheelmen at Salem, Mass.  
Race meeting of Boston Ramblers. Entries close 27 May to C. S. Howard, Box 4, Boston.  
Williamsburg Athletic Club, two-mile handicap.

Saturday, 31 May:

Harvard Bicycle Club, races, Cambridge, Mass.

Saturday, June 14:

Annual run of the Boston Ramblers to Portsmouth, N. H., and return.

Tuesday, 17 June:

Quaker City Bicycle Club, tournament, Philadelphia, Pa.

Wednesday, 18 June:

Second day of Philadelphia meet.

Thursday, 19 June:

Third day of Philadelphia meet.

LICENSED BY  
POPE MFG CO.



THE FACILE.

Exclusive American Agency.

## SAFETY, SPEED, AND COMFORT.

### DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.

Saturday, 21 June:

Race meeting of K. C. W.

Niagara to Boston tour. Leaves Chicago on evening train. Leaves Detroit next morning, arriving at Niagara Falls in afternoon. Tour leaves International Hotel, Niagara Falls, morning of 15 July. Wheelmen invited. Description of tour with map furnished, on application to M. E. Graves, general agent, 207 Broadway, New York, or B. B. Ayers, manager, 185 Michigan avenue, Chicago.

Montreal Bicycle Club, spring races.

Tuesday, 29 June:

Kennebec tourists start from Trinity square, Boston, at 7:30 A. M. F. A. Elwell, manager.

Tuesday, 1 July:

Annual meet of the Canadian Wheelmen's Association, Toronto, Ont.

'CYCLIST RECORD BOOK. — An ingeniously ruled pocket-book for keeping time, distance, roads, weather, etc., while on the road. Cloth, thirty cents; roan, fifty cents. C. D. Batchelder, Lancaster, N. H.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 54-inch Star bicycle, with rubber handles, Z. & S. tool-bag, and H. & T. bell; everything is brand new; price, \$85. Address, STAR, care of BICYCLING WORLD.

\$110 WILL BUY A FULL-NICKELLED 52-inch Harvard, in perfect order; has been used but very little. Address, H. R. BRYAN, Hudson, N. Y.

FOR SALE OR EXCHANGE. — A 56-inch full-nickel and ball bearing Howe Light Roadster bicycle; will sell low for cash, or exchange for any size and finish bicycle. A. N. SHAFFER, Poughkeepsie, N. Y.

FOR SALE. — A 50-inch 'Xtra, full-nickel except rims, in good condition; cost \$177.50 last summer; tire shows no wear; balls all round; Hancock tire; lowest price, \$140. H. ALLERTON, East End, Pittsburgh, Pa.

FOR SALE. — A Victor tricycle of last year's pattern. In good order, \$125. Address X, this office.

## The WHEELMAN'S RECORD BOOK.

[COPYRIGHTED.]

This is an article needed by all wheelmen who care to keep a record of places visited, and the number of miles ridden. It contains 52 pages; is bound in leather, and the size, 2½ inches x 6 inches, is just right for the vest pocket. Price, Each by Mail, 50c.

THE JOHN WILKINSON CO., Publishers,  
68 and 70 Wabash Ave. - - CHICAGO, ILL.



## THE PRACTICAL LAMPLIGHTER

Simple in construction, readily attached, affords convenient and efficient manner for lighting a lamp out of doors, regardless of the wind. By its use the vexatious delay and difficulty of lighting a lamp is obviated. The match is lighted in a space protected from the wind by two metal discs, from which the match is passed to the wick. No cutting off of matches. No caps or percussion tapes. Will not rattle.

Pat. Applied for. PRICE, 50 Cents, mailed on receipt of price. Liberal discount to the trade. Address J. C. McNAB & CO., Box 350, Rochester, N. Y.

## 2D ANNUAL RACE MEETING

— OF THE —

## Kings County Wheelmen,

Saturday Afternoon,

JUNE 21, 1884,

At the New Grounds of the

## WILLIAMSBURG ATHLETIC CLUB.

\$300 in Prizes.

Consisting of the following events: —

½ mile dash to members K. C. W. that never won a prize.

½ mile without hands, open to all amateurs.

1 mile, open to all amateurs.....Scratch

2 miles, " " " .....Handicap

3 " " " " .....Handicap

25 " " " " .....Scratch

Entrance fee of One Dollar for three miles and twenty-five miles, and Fifty Cents for other events, may be sent to CHAS. SCHWALBACH, box 2683, New York City; closing June 14, 1884.

## HAVE YOU SEEN THEM?

WE MEAN THE

## BICYCLE HOSE

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## GIBSON & HART,

ROCKFORD, ILL.

Double Stitched Heels and Toes.

Plain or Ribbed Style.

Worsted.....\$1.50 per pair, } Postpaid.  
Wool.....1.00 " " }  
Cotton......75 " " }

Send size shoe worn. Special Rates to Clubs. Correspondence with the Trade solicited.

## GIBSON & HART,

106 State Street - - ROCKFORD, ILL.

## Harvard Bicycle Races.

The Annual Meeting of the Harvard Bicycle Club will be held on the new cinder-path on

### Holmes Field, Cambridge

SATURDAY, May 31, 1884,

At 8 o'clock P. M.

The following Invitation Races will be decided:—

**ONE-MILE BICYCLE,**  
**FIVE-MILES BICYCLE,**  
**THREE-MILES BICYCLE (Handicap),**  
**ONE-MILE TRICYCLE.**

The Prizes will be Gold, Silver and Bronze Medals.

Also the following races open only to College men:

**FIVE MILES**

### Harvard vs. Yale Championship.

**ONE MILE**

Open to all College men.

**ONE MILE HANDICAP**

Open to members of Harvard Bicycle Club only.

The Prizes will be Gold, Silver and Bronze Medals.

Entry Fee for College Races, One Dollar

Horse Cars to Gymnasium (at entrance of Holmes Field) via Charles River and Union Roads.

Admission.....Fifty Cents.

Entries may be sent to Mr. F. WINTHROP WHITE, 10 Gray's Hall, Cambridge, Mass., up to May 27, after which date entries will not be accepted.

## NOTICE TO WHEELMEN.

HARVEY & HARRISON, having enlarged their premises, are prepared to repair Bicycles and Tricycles at short notice. First-class work. Terms reasonable. P. S. — Painting and Nickel Plating a specialty.

48 and 50 WINCHESTER ST.,

Near Providence Depot.

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BICYCLERS SHOULD INSURE AGAINST ACCIDENTS!

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THE OLDEST AND BEST IN NEW ENGLAND.

\$25 Weekly indemnity, \$5,000 in case of death by accident. Cost not over \$10 a year. Send for Circulars to

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Box 609. Newton, Mass.

THE STAR LAMP,

LUGGAGE CARRIER and TOOL BAG.

Send for Illustrated Catalogue. Mention this paper.

ZACHARIAS & SMITH, Makers, Newark, N. J.

## Second Annual Race Meeting

OF THE

### Boston Ramblers' Bicycle Club,

FRIDAY AFTERNOON, MAY 30, 1884,

ON THE GROUNDS OF THE

Boston Union Athletic Exhibition Company.

\$500 IN PRIZES.

Consisting of ORNAMENTAL ARTICLES, and GOLD and SILVER MEDALS, to be awarded in the following events:—

Half Mile Race. Best two in three heats.

One Mile Race. Best two in three heats.

Two Mile Dash.

Five Mile Handicap.

One Mile, with Hands Off.

One Mile Tandem.

One Mile Club Championship.

Two Mile Club Handicap.

Ten Mile Straight Away.

Five Mile Professional Race for Cash Prizes.

All the above events, with the exception of the Club Races, are open to all Amateurs.

For each event an Entrance Fee of ONE DOLLAR will be charged, which will be refunded to starters. Entries close May 27, 1884, with

CHARLES S. HOWARD,

P. O. Box 4. Boston, Mass.

## ARE YOU IN NEED

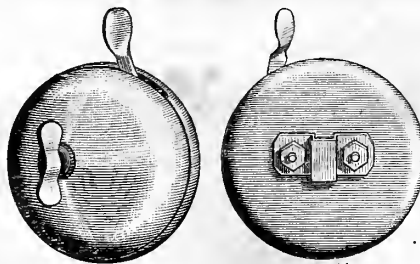
Of Medals, Badges, or anything requiring fine work in gold or silver? If so, would be pleased to send you photographs and estimates. BICYCLE MEDALS a specialty. Designs original, and price and workmanship guaranteed.

L. L. PEDDINGHAUS,

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Highest price paid for anything containing gold or silver.

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FRONT

BACK

Pronounced by all who see it the most compact and the neatest; and by those who have used it, the best on the market.

AUTOMATIC. INSTANTANEOUS.

\$2.50.

For Tricycles and The American Star

\$3.00.

THE SERRELL ALARM COMPANY,

4 East 60th Street,  
NEW YORK.



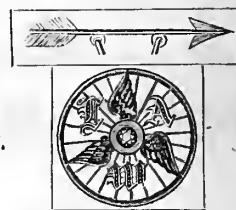
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Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides.

THE BEST and MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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LEAGUE OF AMERICAN WHEELMEN'S



L. A. W.

Pat. Sept.  
13, 1881.

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For the official design in gold, send to C. H. LAMSON, Portland, Me., the only authorized maker. Prices for hand one solid gold pins with garnet stone centres, \$3.50, \$5.00, \$7.00, and \$8.00 each, according to finish and kt. Orders by mail, enclosing cash or P. O. order will receive prompt attention.

Also on sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia at H. B. Hart's, 811 Arch St.; in Boston at The Pope Mfg. Co.; in New Haven at The American Bi. Co., 79 Orange St.

## STAR-RIDER'S MANUAL,

By the Wheelman who Coasted Mt.

Washington on a Star,

Now ready. Buy it, and learn the history of the Star. It contains engravings of the author and the inventor of the Star. It tells how to become a perfect master of the Star; how to do all of Burt Pressy's trick-riding; all about touring, care of the Star, rights of wheelmen, and a lot of other valuable information. Equally valuable for the crank rider.

Price, postpaid, Fifty Cents.

Address the Author,

E. H. CORSON, Rochester, N. H.

Selling Agent for the Newly Improved American Star Bicycle, "Victor" Tricycle, and dealer in Second-Hand Crank Bicycles (to be sold very cheap) and Bicycle Supplies of all kinds. Also, inventor and manufacturer of the Tourists' Delight, a filtering drinking tube. Price, fifty cents. Write for anything wanted, enclosing stamp, and you will receive an answer to your advantage.

GEO. R. BIDWELL,

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Columbia Bicycles, Tricycles,

AND PARTS.

A FULL LINE OF

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Sundries of all kinds.

REPAIRS A SPECIALTY.

## ROAD BOOK OF ESSEX COUNTY.

JUST ISSUED.

## The Wheelman's Handbook of Essex County.

Containing brief Sketches of all the Cities and Towns in the County, with a list of their Objects of Interest; a Directory of Hotels, Clubs, Consuls, and Executives, etc.; and Road Directions to every place in the County, forming a Complete Route Book. Also, the History of the League of Essex County Wheelmen.

PRICE, 20 CENTS,

By mail, postpaid.

GEORGE CHINN, MARBLEHEAD, MASS.,  
FRED E. SMITH, IPSWICH, MASS.,  
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WILEY'S  
Bicycle and Sporting Leggings.

A good pair of Canvas Leggings, lined, 16 inches high, with Black, Gilt or Nickel Buttons, sent postage paid for \$1.00. A pair from better Canvas, for \$1.50, fastened with Buttons, Buckles or Lace.

Sporting Leggings of Leather, Corduroy, Moleskin, Canvas, etc., made in all styles. Sold by Pope Co., Peck & Snyder, and most first-class sporting houses in the country. Send measure when ordering. Send for one of our "RINK CAPS," for bicycle riding. Only 50 cents.

WM. H. WILEY,  
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17 BARCLAY, NEW YORK,

AGENT FOR

The "American Club" and "Club" Bicycles,

The "Cheylesmore," "Imperial," and "Club Sociable" Tricycles,

Manufactured by Coventry Machinist Co.,

The "American Sanspareil" Roadster,

Manufactured by Wm. Andrews, Birmingham, England,

And The "American" Roadster.

A FULL LINE OF BICYCLE HELMETS, SHOES AND ENGLISH SUNDRIES.

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CATALOGUES FURNISHED ON APPLICATION.

## THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

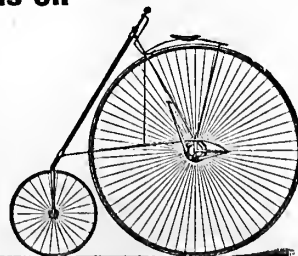
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

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**SPEEDWELL BROS.**, Champion Three acrobatic bicycle riders of the world. Engagements can be made with S. S. LEO, manager, 75 West 69th street, New York. Photos. twenty-five cents each.

**BICYCLES AND TRICYCLES.**—All the best makes. A full line of second-hand machines and sundries. A. G. POWELL & CO., 1723 Chestnut street, Philadelphia.

**MISSOURI WHEEL COMPANY, St. Louis, Mo.**, Richard Garvey, president; L. Lueders, secretary; exclusive agency of the Standard and Expert Columbia Bicycles, Harvard, Yale, Cornell, Star, Rudge, Challenge, Facile, and all high-class imported bicycles; also for the Victor, National, Rudge, Premier, Salvo, Apollo, Coventry and Coventry Convertible Tricycles. Repairing, nickelling and japanning. 210 and 212 N. 12th street.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**BICYCLE LEGGINGS.** Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

**ST. LOUIS WHEEL COMPANY, No. 1127, Olive street, C. E. STONE**, manager, sole agents for the celebrated Sanspareil bicycles, the Sanspareil, American, Light Roadster and Racer. Agents for all high-class machines. Repairing, nickelling and enamelling promptly done. Brazing, turning, forging, and all kinds of machine work at bottom figures. Dealers in second-hand bicycles. Send for printed list.

**THE PERFECTION CYCLOMETER** is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

**H. B. HART**, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

**LYRA BICYCLICA.—FORTY POETS ON the Wheel**, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO

**BEFORE YOU BUY A BICYCLE** Of any kind, send stamp to **GUMP BROS.**, Dayton, Ohio, for large Illustrated Price List of New and Second-Hand Machines. Second-hand BICYCLES taken in exchange. BICYCLES Repaired and Nickel Plated.

30 DAYS' TRIAL

DR. DYES

**ELECTRO-VOLTAIC BELT** and other ELECTRIC APPLIANCES are sent on 30 Days' Trial TO MEN ONLY, YOUNG OR OLD, who are suffering from NERVOUS DEBILITY, LOST VITALITY, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE, resulting from ABUSES and OTHER CAUSES. Speedy relief and complete restoration to HEALTH, VIGOR and MANHOOD GUARANTEED. Send at once for Illustrated Pamphlet free. Address **VOLTAIC BELT CO., Marshall, Mich.**



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GEO. M. HENDEE

Says:

"The mode of fastening the tires on the Victor Tricycle is alone enough to place it far beyond all other makes."

**OVERMAN WHEEL CO.,**  
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## THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

**The Strongest,      The Most Rigid, and      The Handsomest Bicycle**

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

**STANDARD FINISH.**

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

**FULL NICKELLED.**

Every part on copper, except fellos, which are painted and striped as above . . . **\$137.50**

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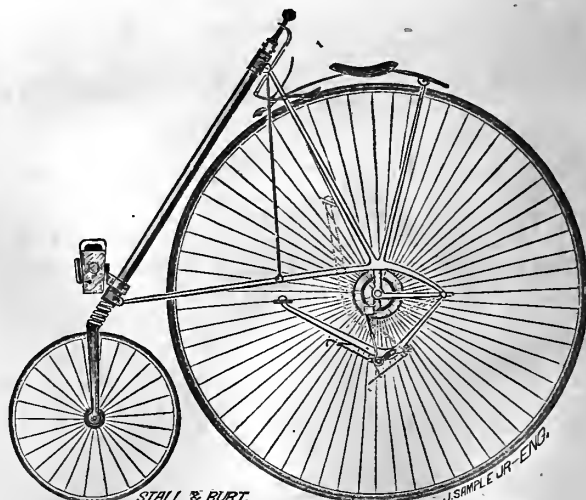
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BOSTON, 6 JUNE, 1884.

Volume IX.  
Number 5.

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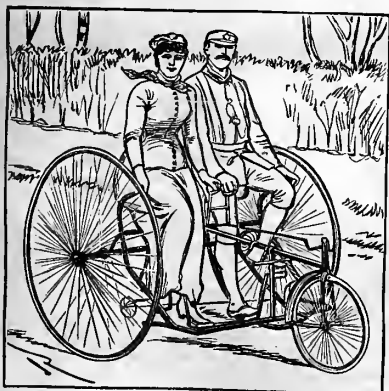
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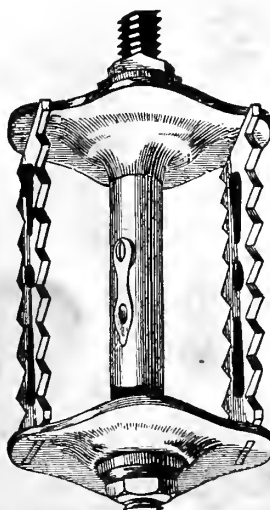
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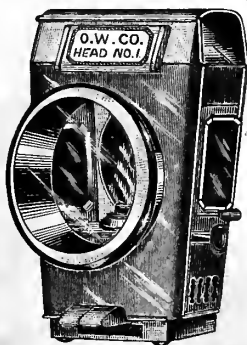
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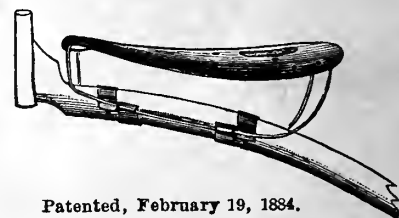
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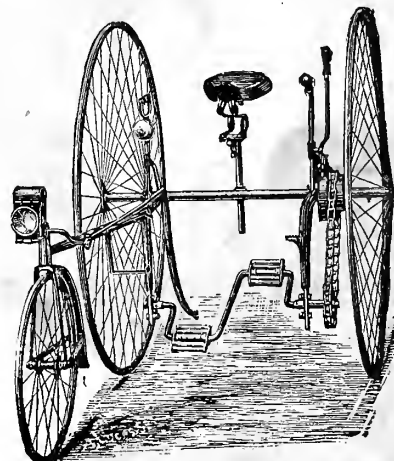
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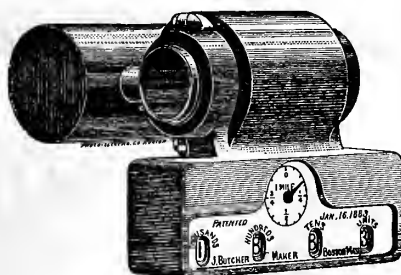
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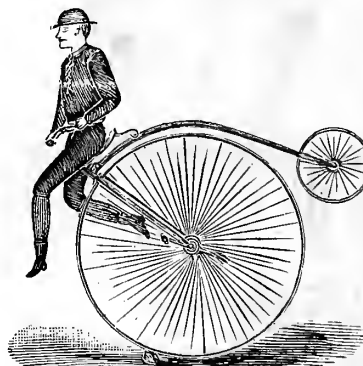
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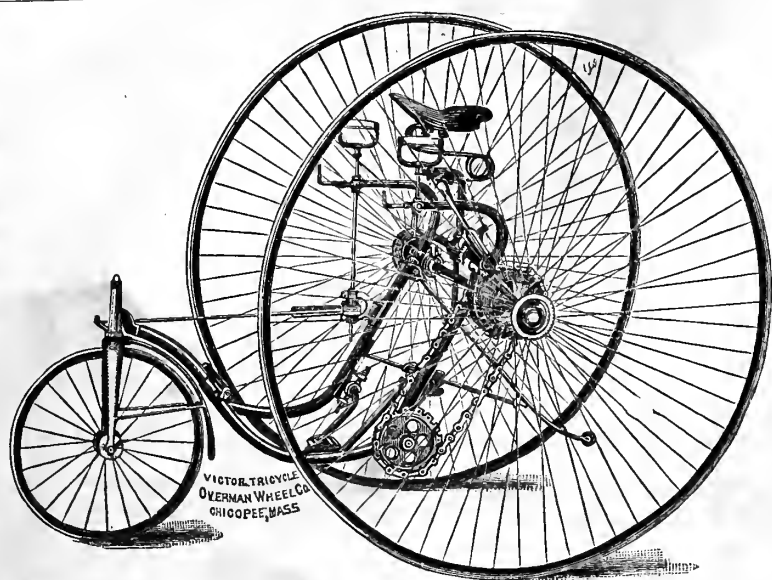
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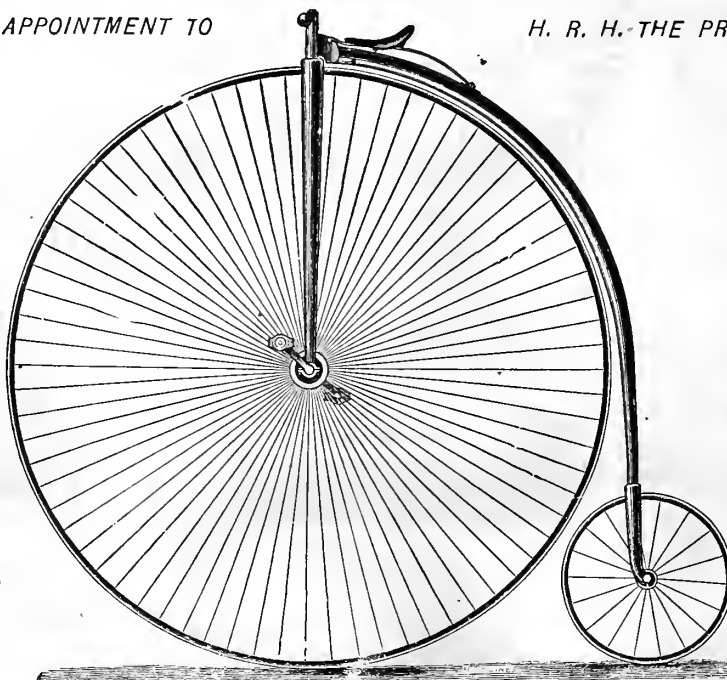
## The Special Club.

*The one-mile Amateur Championship and Fifty Guinea Trophy of New South Wales was won on a Special Club Bicycle, August, 1882.*

*"As a roadster it is perfect, the rubber spring being particularly comfortable, and lessening the vibration immensely."*

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J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 6 JUNE, 1884.

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### Publishers' Announcement.

THE price of the WORLD per single copy will be reduced from seven cents to five cents on and after this date.

E. C. HODGES &amp; Co.

BOSTON, 2 June, 1884.

### ORGANIC TROUBLES.

THE rumors of last week regarding the action of the board of officers in the matter of the League gazette have been confirmed, and the *Amateur Athlete*, of New

York, announces that it has been awarded the contract to supply the gazette the coming year. What the effect of this announcement will be it is hard to tell, and just how the officers will account to their constituents for this extraordinary proceeding remains to be seen. The recording secretary labored hard to convince the meeting that the idea of an established monthly organ was entirely practical, and that the board of officers were in favor of such. He carried the meeting with him, and those who had the hardihood to suggest that the plan could not be made to work were frowned down, and their statements were not regarded. The sentiment of the meeting was almost unanimous in favor of a monthly organ entirely within the control of the League, and when the matter was referred to the officers it was understood that this plan and no other would be carried out. We think we speak within bounds when we say that the officers have betrayed their trust, and that they have done an irreparable injury to the League. We think the action will cost the organization many hundred members. There is a growing feeling of distrust in regard to the League, and we may look for many repetitions of the Missouri secession. Already there is strong talk of an association of Massachusetts wheelmen independent of the League, and this action will tend to further the project. Many wheelmen are taking a serious look at the situation, and asking themselves what good an organization that takes their money and spends the whole of it for a gazette, stationery, and salaries can do for them. The League gets but fifty cents of the \$1.00 paid by members, and if it proposes to spend thirty cents of this sum for the gazette, it will have but twenty cents for salaries and expenses. There is a disposition in several of the States to form local organizations independent of the national body. This is under serious consideration in Massachusetts. It is proposed to unite the wheelmen of this State for the object of work within our own borders, and when a wheelman pays his dollar he can be assured that it will all be expended for the good of 'cycling in Massachusetts. The lessons of Ohio and Kentucky have had their effect, for when the rights of wheelmen in those States were threatened it was the local organizations that made the fight and secured the victory. We believe the action of the League officers will be a

potent factor in developing the growth of these local associations, for the wheelmen will be forced to look upon the L. A. W. as a body whose end and aim is narrowed down to supplying its members with a newspaper and paying salaries.

IN all that has been said on the subject of amateurs v. professionals, it has been contended that the one rides for glory and the other for lucre, and that a simple medal as a souvenir of the event is all that the amateur should receive or hope for. We are in sympathy with this idea, but when we have been at the large gatherings of wheelmen, and seen our racing men with their broad breasts covered with medals, and fairly staggering under the weight of metal, we have wondered whether it would be better to send a missionary among these men to tell them to leave their medals at home, or to do what we can to stop the further distribution of this kind of souvenir. If this thing goes on, some of our racing men will have to hire a boy to carry around their medals. It may be, however, that the medal wearers would make themselves conspicuous in other ways if they were deprived of their emblems

WE saw, a few days since, a happy looking couple on a Salvo Sociable climbing a stiff incline in Brighton. Though they looked happy and seemed to be enjoying themselves as much as was possible on such a grade, we did wish the lady would place her saddle a little higher. Not only would she obtain more power and find the work easier, but it would add materially to the gracefulness of her appearance. The difference in the position of the gentleman was marked; while his indicated power and ease, the lady's seemed extremely awkward, hard, and weak. 'Cycling for the fair sex is doubtless a most beneficial and enjoyable exercise, but there is no reason why it should be made more difficult and laborious than it is. The dealers, for their own good as well as for the welfare of their customers, should be extremely careful to see that the lady's saddle is adjusted to a nicety. Effective and graceful riding by ladies will produce much profitable business, but the extreme uncouthness of many ladies' position on the tricycle only excites ridicule and deters others from purchasing. We cannot advise personally

every lady 'cyclist we meet on the road, however enjoyable a task it might be, but the dealers are in a position to properly give much good advice, and a little more care in such matters should be taken and would be appreciated.

THE Association of Missouri Wheel men and the L. E. C. W. have taken an independent stand in admitting to their ranks professionals. It is true that the N. C. U. has done likewise, but these are the first American organizations which have felt it advisable to do so. Without regarding the arbitrary rules governing the question, the action is not open to criticism. We can in fact see no objection to admitting professionals into any association provided they are otherwise unobjectionable. The objects of the associations not being purely social, the admission of professionals cannot in the least interfere with their success, though we doubt much if they enhance them. The number of professional riders within the territorial limits of the organizations are too few to affect them in any way. Of course, with the present rules of the L. A. W., which are certainly none too strict, the members of the A. M. W. and L. E. C. W. cannot compete in races indiscriminately, but will still be governed by the same rules as hitherto. The action is not of much moment, but is worthy of recordation as a piece of 'cycling legislation.

So too is the secession of the Missouri Division, and the formation in its stead of the A. M. W. The first we cannot quite approve, but the latter is in entire accord with our ideas of the best way to secure tangible local benefits. A small organization with a limited jurisdiction can better act in all matters within its province than a large, unwieldy association. It is doubtful if, in a country like ours, it is not better for a national body to confine itself to those matters of a national character instead of attempting to look after matters which affect individuals.

WE have said from time to time so much in regard to the conduct of associations of this kind that there seems little to be said at this time. We do, however, feel that the L. A. W. has undertaken too much, and that its success would be greater if such things only were undertaken which its present capital and re-

sources will allow to be carried out with consistency and thoroughness.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### That Custom House Seizure.

*Editor Bicycling World:*—In your item of last week respecting the seizure of our goods by the custom house authorities for alleged evasion of duties, you remark that "The Cunningham Company will explain further in our next issue."

Feeling that some word from us is due to those of our customers who have been inconvenienced by the outrage to which we have been subjected, we will ask you to be good enough to insert the following clipping from the *Boston Herald*, in which for once a lay newspaper prints a 'cycling item with absolute correctness:—

"In regard to the recent seizure of an importation of eighty-five bicycles, the Cunningham Company give the following statement: For a certain consideration, Bayliss, Thomas & Co. give them the exclusive control of their manufacture for the United States and Canada, agreeing not to sell to any one else any article, either wholesale or retail. The custom house does not pretend there is an undervaluation of goods, but on the contrary admit they are of a higher invoiced valuation than many which came into this country. The question at issue is, however, whether this consideration which is paid should be added to the invoiced value of the goods. The Cunningham Company claims it is a totally distinct transaction, and has no more relation to the cost of the goods than have certain royalties paid by them to inventors in this country. After being detained at the custom house since the 22d, the machines were received yesterday. Mr. Moorfield Story has been retained as counsel for the Cunningham Company."

To this we need only add that we propose to do our best to have this case decided on its merits. We know not to whose malice we are to ascribe the serious pecuniary loss to which we have already been subjected, but the trial will doubtless bring that to light. In the meantime we think we are safe in believing that the sympathies of American riders will be with us in our efforts to avoid the addition of yet another item to the cost of a machine, the price of which is the greatest obstacle to its universal adoption.

THE CUNNINGHAM COMPANY.

### League Expenses.

*Editor Bicycling World:*—Before too much bad blood is engendered, as the

result of our showing up of comparative expenses connected with the office of corresponding secretary, L. A. W.; it may be well, and perhaps advisable, for certain gentlemen to peruse the report of the treasurer L. A. W., as read at the spring meeting of the officers at New York, 22 February, 1884, in which the expense to the League of the *Wheel* as an advocate was discussed, also the manner in which the treasurer was handled as regards expenses. Then, again, we refer them to the itemized list of the expenses to that officer, as shown in report of 1 May, 1884, and ask them how they would like a *similar* showing up of the itemized bills connected with the office of corresponding secretary, which we are prepared to submit some sunny day if much more is said on this subject, and which we really desired to exhibit at Washington, but for the heavy vote effectually debarring us that privilege.

We had a hand-bag half filled with the proofs of our assertions, which we had carefully culled from an eight months' administration, and taken to Washington to show a committee which we were primed to meet, only to be met by the emphatic assertion. We have heard *enough* of this business, and you have eternally disgraced yourself, as will any other man that brings it up, for it has become a *stench* in our nostrils. If the meeting did not clearly make this assertion by its way of voting, then we are greatly mistaken, and while we have this heavy amount of proof and new matter to present when called for, we consider ourselves at present most effectually shut up.

The last *Wheel*, however, hits the nail well on the head, when it remarks:—

"It costs \$3.00 to print 5,000 envelopes. This tremendous saving, which our late treasurer impressed so often upon a credulous membership, may be worth incorporating in an annual report, but it must seem trivial when you come right down to it."

The writer of this evidently knows *how* to have printing cheaply done, but some of the bills *hardly* square up to this standard. Then, again, we have always thought that \$3.00 was worth saving, but here it is merely called *trivial*. This, in view of the reduction of a fine balance of \$1,023 in one year to \$409, \$379 of which we accept as donations, thus leaving only \$30, with an outstanding bill for reporting the spring meeting at New York City, of \$40, speaks for itself, and yet some gentlemen are disposed to assign all honor to the one crying, Hurrah, boys, spend the money; \$3.00 is of no account to the League; we have a good balance yet!

It may also be of interest to certain parties to know that all day Sunday, the 18th, our report and remarks were submitted to every prominent Leaguer with whom we happened to have converse, were read and examined by them in person, or read to them by the subscriber, and not one raised the first objection, and many of

them approved them as they were, saying it was my *duty* to show these facts to the members. The remark, "I can see no objection to your report," may sound familiar!

W. V. GILMAN

#### Burnham's Statement.

*Editor Bicycling World:*—I noticed you did not put in the name of the trike I rode on my trip to Lynn and return. Will you please mention it in your next. Perhaps it would be well to offer some explanation concerning the fixed affair between Frazier and Burnham. I can assure you there was nothing fixed about it. Frazier told me when we first met, that P. M., that he should not go into the ten-mile, but did not ask me to stay out of the two-mile. It would have been very unwise of me to go into the two and then enter the ten-mile immediately after. If the races had been placed differently on the programme I should, without doubt, have gone into both. I consider myself (if not the ten-mile champion) the ten-mile record holder, and naturally would defend my title. It is lucky for me that I did not go into any other race that day, for Maillard proved a *rather* dark horse. Guess they found him so at Harvard. If you will briefly mention the facts in this week's edition you will confer a great favor on

E. P. BURNHAM.

[It was a Victor tricycle. — ED.]

#### Attention N. Y. State Division, L. A. W.

WE wish to cordially invite all members of the New York State Division, L. A. W., to attend the second annual meet and races of the Binghamton Bicycle Club, to be held here Thursday, 26 June, 1884.

Inasmuch as the New York State Division have never had a meet, we think this a good opportunity for them to get together, as Binghamton is as centrally located as any city in the State. In another column will be seen our list of races, for which we offer a large number of valuable prizes, and no doubt many of the most promising men will be present.

We have made special arrangements with the hotels, and hope a large delegation of wheelmen will attend.

CHAS. E. TITCHENER,

FRED LYON,

*Committee.*

BINGHAMTON, 31 May, 1884

#### Chicago.

MEETING of wheelmen of Illinois in Chicago, 30 May, to form State Division of L. A. W. About one hundred and fifty wheelmen present. Parade on Michigan boulevard and to South Parks in forenoon, banquet and business meeting in afternoon. Representatives from all over State present. B. B. Ayers, of Chicago, elected secretary of State division, and Freeman Lillibridge, of Rockford, treasurer. The constitution of the Pennsylvania division adopted entire.

B. B. AYERS.

### CURRENTE CALAMO

#### A Capital Fable (Inspired by the Result of the Three-mile League Championship).

ABOU BEN HANNA (may his speed increase),  
Awoke one night from a deep dream, in peace,  
And gazing round with comprehensive look,  
He saw an angel writing in a book;  
And thus he spake (for, if the truth be told,  
Exceeding cheek had made Ben Hanna bold):  
"What writest thou?" The vision moved its lips;  
"The names of those who win League championships."  
"And is mine one?" asked Abou. "Nay, not so,"  
The vision said; "for Frazier you're too slow."  
"Hold on!" cried Abou; "write me in your books  
As one who thinks he'll be too much for Brooks."  
The angel wrote, and vanished; but, next night,  
He came again; and when he'd struck a light,  
He showed their names, who at three miles were best,  
And lo! Ben Hanna's name led all the rest —

(by about twenty-five yards.)

COLE DAY,

*Capital Bi. Club.*

#### SUMMER.

WE cannot look for much record breaking till the riders get into better condition.

BOSTON'S first race meeting on the new track was a decided success, and there will be more in the future.

EDWIN OLIVER has not gone to Europe, as has been currently reported. We saw him with Col. Pope and a Mexican wheelman whose name has escaped us enjoying a good breakfast at the Hunnewell, West Newton.

FRANK J. ASHTON, of Rockford, Ill., started out Monday, 26th, on his proposed trip to San Francisco. He has undertaken a hard journey; but has the grit and financial backing to carry him through. He has made several engagements to give exhibitions at the cities along the route. He goes by the way of Rock Island, Iowa City, Cedar Rapids, Marshalltown, Des Moines, Council Bluffs, Omaha, and Cheyenne.

Two Pony Stars were in the parade at Salem on Decoration Day. The riders assured us that the machines were good roadsters, easy on the hills, and fast.

THE New Haven Club has had a new survey made of the Hamilton Park track, and the surveyor finds that the track measures the full distance eighteen inches from the fence.

WE shall have a description of the Ideal bicycle next week.

WE are promised a series of articles from a well-known writer on bicycle topics in which the theoretically perfect bicycle will be explained and demonstrated.

THE club "cat" of the Capital Club, Washington, D. C., was seriously ill during the League meet, and a substitute graced the club rooms.

THE L. E. C. W. allows proxies at its business meetings, and so far the plan has worked well.

CHIEF CONSUL HILL has his road-book ready for the press. The book will give an extended description of the roads throughout Massachusetts, and will contain about sixty pages.

PRESIDENT BECKWITH has appointed K. L. Clapp and F. B. Graves as additional L. A. W. representatives for New York State.

H. L. CORTIS, the ex-amateur champion bicycle rider of the world, is lying seriously ill at Sydney, Australia. He is suffering from heart disease.

WHILE Mr. J. L. Aubin, of the New-ton Bicycle Club, was riding on the mill-dam, Friday afternoon, he was run into by a carriage, throwing him from his bicycle under the horse's feet. Fortunately, however, he did not receive any serious injury beyond a number of severe bruises on his face and limbs. The accident was caused by carelessness on the part of the driver of the horse, who was racing with another horse, and was unable to pass the bicycle without running into it. Mr. Blake is the name of the horseman, and he agrees to pay for all damages done by the accident.

PROF. ROLLINSON and his partner, Barry, who have been in jail at San Francisco for a robbery committed there some weeks ago, were brought up for trial recently. Both were anxious to plead "guilty" and turn State's evidence. The professor appeared first, promptly pleaded guilty, and was followed by the other fellow, who did the same. The result was they were sentenced to one year in State Prison.

A MEET of Massachusetts wheelmen is talked of for 17 June. It is proposed to have a meet and parade of wheelmen, irrespective of their membership in the L. A. W. or C. T. C., and with no business meeting nor banquet.

A VERY pleasant party gathered at the Rockingham House, Portsmouth, last Saturday night, for a ride to Salem and points beyond, consisting of W. H. Chase and C. A. Joslin, of the Leominster (Mass.) Bicycle Club; H. M. Bennet and C. H. Wilkins, of the Manchester (N. H.) Bicycle Club; J. W. Rich, of the Bostons, and R. T. Tobey, of the Massachusetts Club. An early start was made Sunday morning, under the guidance of Chief Consul Philbrick, Ex-Chief Consul Hazlett, and F. W. Moses, of the Rockingham Club, for Hampton, where the party breakfasted. From this point Mr. Rich took the lead, and set a hot pace for the rest of the way, and good time was made during the morning hours. After dinner at the Essex House, Salem, the Manchester men set out for Lawrence, to take a train for home, and the rest pushed on for Boston.

Messrs. Chase and Joslin rode a tandem bicycle, on which they made the trip from Leominster to Boston and Portsmouth last Friday and Saturday.

ON the afternoon of 20 May, Joseph Murphy, of Waltham, made his first at-



tempt to ride, and succeeded in riding without a stop, from the bottom to the top of Corey hill. Herbert Lord, of the Brighton district, and Frank Newberger, of Southwick, were present, and are willing to make affidavit to the fact. The bicycle used was a fifty-four inch Standard Columbia, with parallel bearings, the property of Mr. Lord. When it is taken into consideration that the bicycle was a new one, and not one with which Mr. Murphy was familiar, that it had parallel bearings on wheels and pedals, and that the road was only in a fair condition. Mr. Murphy has certainly accomplished a remarkable feat, and heads the list of Corey hill contestants. — *Globe*.

ALREADY I have heard complaints regarding the officers awarding the contract to the *Amateur Athlete*, and as time goes on there will no doubt be many more made. The terms offered by the *Amateur Athlete* were undoubtedly very fair, but to me it seems that the League of American Wheelmen is of enough importance to have a gazette of its own, or at least have the work done by a paper devoted exclusively to wheel matters, and not by one in which it will be obliged to play second fiddle to another organization, as is the case with the *Amateur Athlete*, the official organ of the National Association of American Amateur Athletes. — *Lewee, in the Wheel*.

For once we find Mr. Lewee in hearty accord with ourselves.

THERE is no truth in the report that Hendee is to retire from the track.

FRANK MOORE has entered the racing field again over the water.

THE Washington wheelmen presented Stand-pipe Hill as test for hill climbers during the meet. Hendee rode it on a tricycle geared up to 65.

KARL KRON arrived in Washington on a full-nickelled machine and dressed in white flannel two days after the meet. A miscalculation of the distance probably.

AT the business meeting of the C. T. C. at Poughkeepsie, last week, it was voted to arrange a tour for the club, to consist of the "Wheel around the Hub." Considerable enthusiasm was manifested at the prospect of participating in this ride, and the approach of the day of starting, 6 October, will probably see a large number of wheelmen to join the tour.

Chief Consul F. W. Weston and F. W. Whiting are the sub-committee in charge of the tour, and prior to the date mentioned will notify the members of hour of start and the details of the journey.

#### Philadelphia Bicycle Gossip.

THE coming State Division meet and three days' race meeting, which takes place here from 16 to 20 June, promises to be a great success. It is expected that five hundred men will be in line on the 16th. The boys are trying to get

such a number together that will outnumber the parent parade in Washington.

The Quaker City Club, who have charge of the great race meeting, promises to do things up in the right style. The track, which will be four laps to the mile, will be ready for practice in a few days, and has been surveyed by Fowler & Lummis, civil engineers, and measures eighteen inches from the pole, so that all record breakers will be sure of receiving credit for their hard work. The grand stand, three hundred feet long, is already completed, and will seat over 5,000 people. The building for exhibits will be ready in about ten days, and will be three hundred and nine feet in length. The leading dealers have already applied for space.

Messrs. Prince, Woodside, Higham, and Morgan have examined the track, and pronounce it a good one. There will be at least six starters in the professional races, including two Star riders. All the leading amateurs will contest for the prizes consisting of bicycles, tricycles, gold watches, solid silver plate, gold and silver medals, etc. Some of the prizes are the most costly ever given for amateur contests, and we hope to see all racing men send in their entries early. The prizes, which will fill two large windows, will be on exhibition opposite the post-office, this city, next week. Six thousand large "cuts" and posters have been posted all over the city and surrounding towns, so if liberal advertising and good management will avail, success will be ours. The officers have been chosen with great care, and embrace Dr. Beck; with, of the Citizens' Club, New York; Eugene M. Aaron, Philadelphia; Dr. Coleman, Canandaigua, N. Y.; Geo. D. Gideon, Philadelphia; Col. George Sanderson, and others. The racing by night with illumination will, no doubt, prove attractive in drawing the people out in the cool evenings. Mayor William B. Smith has signified his intention of being present the first and last days of the tournament.

REPORTER.

L. E. C. W.

THE third annual meeting and parade of the League of Essex County Wheelmen was held at Salem, on Friday. Very nearly two hundred bicycles were in line. As fast as the clubs arrived, they formed in line on Washington street, opposite the City Hall, the right resting on Essex street. About 10.45 o'clock, the procession started over a route some five miles in length, ending at the rear of Kinsman Hall, where wheels were stacked and the principal business of the day entered upon. A pause was made at the Custom House, where a photograph of the wheelmen was secured. A "buck-board" arrangement on two tricycles, in which were seated two little girls, was a feature of the parade. Several ladies were seen on the streets on tricycles, but they did not enter the procession. A

pause was made for a wayside lunch at a bakery on the route, and the riders refreshed themselves with pie and lemonade. The Salem Club rode at the head of the line, and acted as escort to the visitors. The Lafayette Wheelmen, an organization of boys, made a fine appearance, and gained more credit in this direction than many of the older clubs. The meeting was held in Lyceum Hall. The President, Mr. M. D. Currier, of Lawrence, presented his annual report, in which he gave a running view of the history and present condition of the League, which has one hundred and fifty-nine members, a gain of thirty over the number reported last year. The treasurer reported a balance on hand of \$25.55. The constitutional amendments proposed were acted on, and all were passed save the one looking to a change of name. The League voted to retain its present name. It was voted to admit to its ranks any wheelman of Essex County, amateur or professional, and a new office was established, that of representative, each city or town being allowed representatives on the board of officers proportioned to their numerical strength in the body. The following officers were elected: President, M. D. Currier, of Lawrence; vice-president, Frank S. Winship, of Lynn; corresponding secretary, F. P. Ingalls of Salem; recording secretary, L. H. Cole, of Beverly; treasurer, George Chinn, of Marblehead. Mr. J. Fred Adams, of Haverhill, refused to allow the use of his name as candidate for corresponding secretary. Executives, Lawrence, Francis Cogswell; Salem, R. H. Robson; Marblehead, P. H. Shirley; Lynn, W. H. Pervere; North Andover, George L. Wright; Ipswich, Fred E. Smith; Beverly, Granger Whitney; Gloucester, J. S. Webber, Jr.; Haverhill, J. Fred Adams; Peabody, F. I. Proctor; Georgetown, Charles C. Osgood; South Grosvenor, W. H. Griffin; Andover, W. B. Segur; Amesbury, A. F. Greenleaf. After the meeting a banquet was held in Kinsman Hall. In the afternoon an effort was made to ride up Witch hill, but no one got to the top. F. P. Ingalls of the Salem Club got the nearest.

In the evening the wheelmen made the acquaintance of Salem's fair daughters at a dance in Kinsman Hall.

## RACING NEWS

### Yale Races.

THE Yale Bicycle Club held its first annual spring races at Hamilton Park, New Haven, Thursday, 29 May. A cold, strong wind made bicycle racing anything but pleasant. The entry list was unusually strong in fast riders, and the tip which had gone out that a general attack was to be made on the records created a great interest in sporting circles throughout the country. Personal knowledge of fast trials by Hendee, Norton, Hamilton, Hogue, Tracy, and others justified these expectations, but the wind

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**SPECIFICATIONS.**—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone  $1\frac{1}{2}$  x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with  $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims;  $\frac{1}{2}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Parallel Bearing Hancock Rubber Pedals.

PRICE; 50-inch, Enamelled and Nickelled, \$136.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

## THE AMERICAN RUDGE.

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Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 6-inch Straight Handle-Bar, Humber Head, 1-inch and  $\frac{1}{2}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts nickelled.

PRICE, 50-INCH, \$105.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

## THE RUDGE LIGHT ROADSTER.

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The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, 34 lbs. The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

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Every IDEAL BICYCLE has the Head, Handle Bars, Brake, Spring, Cranks, and Pedals Nickel Plated. They are also furnished Half and Full Nickelled. We manufacture a larger line and greater number of Bells than any other firm in the United States. Supply the celebrated Loudon's Tire Cement to large consumers at close quotations. Manufacture Flags, Flag Staffs, Saddles, Tool Bags, and other Sundries. Have a department for Repairs and Nickel Plating, for which we are unexcelled. Notice the New Address:

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made pedalling up the back stretch and around the upper curve a question of staying power as well as speed. A horse put his foot through Frazier's racer, and he rode his race on a borrowed machine. The finest race was between Hamilton of Yale, and Palmer of New Haven in the five-mile handicap. Hamilton did not pass Palmer until within fifty yards of the finish, when he spurred magnificently and crossed the line about four feet ahead. The winners and times follow:—

First race—One-mile, 3.20 class, first prize, gold medal, won by W. C. Tracy, of New Haven, in 3m. 26½s.; second prize, silver watch, by George Leffingwell.

Second race—One-mile, prizes, silk pennant, won by L. Hamilton, of New Haven, 3m. 5½s.

Third race—Five-mile handicap, first prize, silver punch bowl, won by L. Hamilton, of New Haven; second prize, a watch charm, by Palmer, of New Haven. Time, 18m. 22s.

Fourth race—One-mile open, first prize, gold medal, won by George Hendee, of Springfield, 3m. 24½s.; second prize, silver medal, by E. Norton, of Cambridge.

Fifth race—Half-mile, without hands, first prize, seal ring, won by Dr. N. P. Tyler, 1m. 56½s.; second prize, gold sleeve buttons, by E. B. Kimberly, of New Haven.

Sixth race—One-mile, for those never winning a race, first prize, club pin, won by C. Adams, Jr., of New Haven, 3m. 40½s.; second prize, club pin, by E. B. Kimberly.

Seventh race—Two-mile handicap, first prize, gold medal, won by W. Maxwell, of New Haven, 6m. 39s.; second prize, silver medal, by W. C. Tracy, of New Haven.

Eighth race—Three miles, intercollegiate, prize, silk pennant, won by L. Hamilton, of New Haven; second, by W. Maxwell, of New Haven.

Ninth race—Five-mile open, first prize, gold watch, won by George M. Hendee, of Springfield; second prize, pitcher, by Charles Frazier. Time, 17m. 40½s.

Charles S. Fiske won the consolation race, half-mile, in 1m. 41½s. Prize, diamond stud.

#### The Ramblers' Races.

SOME 2,000 people collected at the grounds of the Union Athletic Association, Friday last, to witness the second annual races under the auspices of the Boston Ramblers Bicycle Club. Every one of the events were well raced and exciting. The only real walk-over was the tandem race. The track, six laps to the mile, being new, was soft, and as the day was cold no records were knocked. The measurement is the English standard, twelve inches from the pole. The partisans of the Star were somewhat elated at the success of that machine, which landed its rider winner twice out of the three times this make started.

#### THE HALF-MILE RACE, THE FIRST EVENT.

The first heat of the one-mile race was the opening event, and the competitors were Charles Frazier, Smithville, N. J.; Edna P. Marshall, Brockton; H. A. Edgerly, Cambridge Bicycle Club; H. M. Saben, Newton; and G. W. Mathewson, Harvard Club. Frazier, Edgerly, and Saben made the pace hot from go to finish. Edgerly challenged Frazier for first place pluckily, and he two or three times captured it, but the New Jersey man was a bit too much for him, and he managed to shove his little wheel about five feet in front of Edgerly's when they crossed the tape. Saben finished a good third.

Frazier, Edgerly, and Mathewson only showed up for the second heat, which was captured by Frazier, with plenty of room. Edgerly and Mathewson finished in the order named. Time, 1.36 and 1.40.

#### THE ONE-MILE RACE.

The contestants in the first heat of the one-mile race were Charles Frazier, H. A. Edgerly, A. W. Martin, Maynard, Mass., and C. F. Haven, Newton. Haven started to make the pace, but after one lap retired in favor of Edgerly, until the bell rang for the last lap, when Haven hustled for front position, which he obtained for a moment. Edgerly, however, was awake and started after him. Entering the homestretch they came along yoked, but Edgerly, who had the pole, got home first with only about six inches to spare. This was the prettiest and closest finish of the day. Time, 3.31½.

The second heat was handily taken by Haven in 3.33½.

The third heat showed the Cambridge man to be too speedy for Haven, who got badly left when it came to racing on the last lap. Time, 3.25.

#### ONE-MILE CLUB CHAMPIONSHIP.

This event, open only to members of the Boston Ramblers Club, was between R. F. Stahl, Arthur Whitaker, N. G. Norcross, and C. S. Whitney. After one false start the men got under way. Whitaker finishing the first lap ahead, which premier position he maintained until Norcross, who rode a Star, disputed his ability to hold it, on the last lap. Whitaker struggled gamely to keep in front, but Norcross was going too fast for him and won the race with a very little lead. Time, 3.41.

#### RACE WITH HANDS OFF.

The race with hands off was closely contested. The competitors were: F. B. Brigham, North Attleboro' Club; J. Goodinan, Trafalgar Club, London, England; George E. Cain, Lynn, and H. M. Saben. Brigham and Saben seemed to want to have the race to themselves, and they succeeded in shaking the field on the second lap. Brigham rode like a winner for three laps, but Saben came down the homestretch on the fly and finished first in 3.53½.

#### CLUB HANDICAP, TWO MILES.

The two-mile club handicap was well contested by the following Ramblers: R. F. Stahl and N. G. Norcross, both scratch; F. E. Bryant, 150 yards; A. D. Rice, 150 yards, and C. S. Whitney, 150 yards. Stahl cut out the pace for the men who started from scratch, but the men who had received the handicap soon showed that some good riding must be done to catch up with them. One by one they had to get behind Norcross, who rode his Star in splendid form. Whitaker made a very spirited challenge for first prize, but it was a vain attempt, as Norcross scooped position No. 1 in 7.8. Whitaker was very close behind him.

#### FIVE-MILE OPEN HANDICAP.

The five-mile open handicap race proved very exciting, the handicap forcing the men to do their best. The starters were: H. M. Saben, scratch; C. F. Haven, 50 yards; W. B. Segur, of Andover, 150 yards; H. C. Piper, Cambridge Club, and Arthur Maillard, Providence, 400 yards; J. J. Gilligan, Boston, and E. E. Gage, Hyde Park, 440 yards. This was a good race and showed intelligent handicapping in most of the cases. Saben was the only scratch man. The first handicap he cut down was that of Haven, then Segur had to succumb. Then Piper was passed, but on entering the last lap Gage had fifty yards lead, and it seemed to be his race. Saben, however, thought differently, and by magnificent riding led Gage over the tape by about eight feet. This brilliant victory earned Saben deserved and vigorous applause. Time, 18.49½.

Gilligan, Haven, and Maillard did not finish. The latter lost his crank after going about a mile, and of course came down to mother earth very suddenly.

#### A TANDEM BICYCLE RACE.

The tandem race came next, and being the first ever run in this country, attracted considerable interest. The tandem bicycle is formed of two large bicycle wheels joined together by a long rod, and is doubtless much better adapted to hill-climbing and road-riding than to racing on the cinder-path. This was more an exhibition of this new form of bike than a race, Rice and Bryant being clearly overmatched, even with the 150 yards start given them. Time, 3.33½.

#### THE TWO-MILE RACE.

This event was looked forward to with a good deal of interest, as Frazier and Burnham were both entered, but Burnham did not show up, and so Frazier had comparatively an easy time with Haven, who, however, rode a plucky, though a losing race. He finished only one quarter of a second behind Frazier. Time, 7.41.

#### THE TEN-MILE RACE.

The ten miles brought out Edward P. Burnham, Newton Club, Arthur Maillard, and Julian V. Wright, of Cincinnati. A



ten-mile race is not an exciting event to watch. Maillard made an exceedingly favorable impression by the manner in which he rode, and clung to Burnham, pushing the latter time and time again for the lead. Burnham would not consent to let him in front, however, and finished first in 38.58½.

#### FIVE MILES FOR PROFESSIONALS.

The five-mile professional race was as interesting as such contests usually are. Harrison made the pace for most of the distance, Neilson occasionally taking the lead. During the first part of the race there was little work done by the riders, and on the back stretch they would go so slow as almost to come to a standstill. The contestants were: George Harrison, C. J. Young, R. A. Neilson, and George Hutchinson, all of Boston. In the last lap of the race some good work was done, Neilson finishing first in 19m. 29s., with Harrison a good second, in 19m. 29½s. Young was third in 19m. 34½s. Hutchinson did not finish. The three winners were presented with a cash prize.

#### OFFICERS OF THE DAY.

The officers of the day were as follows:—

Referee—Will I. Harris, Boston Ramblers.

Judges—Edward C. Hodges, Boston Bicycle Club; Frank A. Egan, Ixion Bicycle Club, New York city; Charles P. Shillaber, Massachusetts Bicycle Club; Herbert W. Hayes, Cambridge Bicycle Club.

Starter and handicapper—Charles S. Howard, Boston Ramblers.

Clerk of the course—Alonzo D. Peck, Jr., Boston Ramblers.

Aids to the clerk—Fred F. Rhodes, Harry H. Frost, S. S. Colburn, W. E. Webber, W. C. Stahl.

Scorers—H. D. Corey, Massachusetts Bicycle Club; Royal H. Abbott, Boston Ramblers; Frank R. Brady, Boston Ramblers.

Timers—J. G. Lathrop, U. A. A. C.; Eugene Merrill, John T. Williams, U. A. A. C.

Reception committee—Edward L. Parker, A. L. Flocken, W. A. Chapman, George W. Tyner, George B. Fillebrown.

#### The Harvard Races.

THE annual races of the Harvard Bicycle Club took place on the new track on Holmes Field, Cambridge, on Saturday last, 31 May. Great interest was felt in the races for the new track was to be "opened" and it was expected that many records would be broken, since the two best men in the country were to meet on what was known to be the best track. The track proved to be a perfect one, save on the upper turn, where it has been found to be impossible to make the cinders pack. Workmen were engaged on this place during the races, and a roller was used on it between the events, but the fault could not be

remedied, and the result was a bad fall by Edgerly, and slower time than would have been shown had not the riders eased up in taken the turn. We understand that this section of the track will be made over.

The first event was the second heat in the one-mile invitation race. Two men only of the five entries responded. These were Hendee and Eliot Norton. Hendee took the lead and kept it for three laps, and then spurred on the fourth. He eased up on the homestretch, and Norton shot by him and won by a foot. Time, 3m. 15½s.

The first heat of the same race brought together H. A. Edgerly, of Cambridge, and Charles Frazier, but the former was overmatched, and Frazier won easily in 3m. 6½s.

The third event was the one-mile race open to college men only, but much of the snap was taken out of this and the other college events by the non-appearance of the Yale men, who, for some unknown reason, absented themselves. The contestants were Hogue, Norton and Mathewson, of Harvard, and Segur, of Andover. Hogue immediately took the lead and held it for two laps, with Mathewson, Segur, and Norton following. On the third lap Norton made a fine spurt, and won easily in 3m. 6½s., Mathewson second in 3m. 8½s., Hogue third.

The three-mile handicap bade fair to be interesting, and proved so, though the scratch man did not appear. Saben, who was put on scratch, was suffering from the effects of the strain put upon him at the Ramblers' meet and could not compete. The following riders were then placed on their respective marks: Segur, 100 yards; Edgerly, 100 yards; Mathewson, 140 yards, and Norcross and Maillard, 160 yards. Maillard immediately took the lead, followed by Mathewson and the others. Segur retired on the end of the fourth lap. On the third mile Edgerly took the lead and placed a good distance between himself and the second man. He rode beautifully, and the first prize was almost within his grasp, but he took an unlucky tumble on the last lap at the upper turn, and his two competitors, though a long distance behind, went by him and secured first and second places. Maillard finished first in 9m. 55½s., with Norcross second in 10m. 5½s. Edgerly was picked up, and, with the exception of a good shaking up, was uninjured. He coolly remounted and finished the race, coming in ahead of Mathewson, who had retired on the third mile, but who started again when Edgerly fell, and there was a chance for him to get the third medal.

The next event was the five mile Harvard v. Yale championship, but as Hamilton, of Yale, did not appear, Norton claimed the race for Harvard, and it will be contested later between Norton and Hogue, who entered for Harvard.

The next race was the final heat of the one-mile race, and it proved the event of

the day, for it brought together Hendee and Frazier. Hendee was mounted on his 26-pound Rudge racer, and Frazier was forced to borrow a machine from Norcross, of Lowell. His racer was very badly damaged at New Haven, and there had not been time to repair it. Norton started, but was quickly left behind by the two champions. Coming down the homestretch the pace was terrific and the enthusiasm of the spectators was unbounded. Hendee crossed the line a foot ahead of Frazier, winning the race in 2m. 54½s. The last quarter was made in 40½s., and the time by quarters was: Quarter, 45½s.; half, 1m. 28½s.; three quarter, 2m. 14s.; one mile, 2m. 54½s. Norton took third prize.

In the one-mile tricycle race the entries were: George M. Hendee, who rode a Victor, and C. F. Haven, who rode a two-track Royal Mail. Hendee won at his ease, making the quarters in: one quarter, 1m. 3s.; half, 1m. 57s.; three quarters, 2m. 53s.; mile, 3m. 44s. Haven, 3m. 57½s.

The closing event was the five-mile invitation, in which Frazier, Maillard, Norton, and Rothe appeared. Maillard started off, followed by the others, the first mile being covered in 3m. 33½s. Entering the first lap of the second mile, Frazier spurred and the race was practically ended, as far as the winner was concerned. The two miles were covered in 6m. 39½s. Maillard gradually drew up on Norton, and the interest was now centred on these two. The three miles were ridden in 9m. 52s., with Rothe a lap to the bad. Maillard and Norton were having a very fine race, and it looked as though Norton was going to get beaten. Four miles were covered in 13m. 13s., with Frazier still 100 yards ahead. Entering the last two laps, Maillard and Norton had a very pretty struggle, but Norton proved too much for his antagonist, and passed him on the last lap. Frazier finished in 16m. 40½s., with Norton second in 17m. 1½s., Maillard third in 17m. 25½s., and Rothe a lap behind.

The officers were as follows: Referee, Prof. John Williams White; judges Mr. W. H. Goodwin, '84, Mr. A. F. French, '85; timekeepers, Mr. J. G. Lathrop, Mr. E. A. Thomson, '87, Mr. Wendell Baker, '86; starter, Mr. J. S. Dean, L. S.; clerks of the course, Mr. W. D. Smith, '84, Mr. F. Winthrop White, '85.

The races were held without the sanction of the League, and, according to all precedents, the riders have rendered themselves liable to expulsion from the race track.

#### Tricycle Championship.

A TWENTY-MILE tricycle race for the professional championship of the world was run at Aston Lower Grounds, Birmingham, 17 May, between R. Howell and F. Lees. The former rode a Coventry Rotary, and the latter a Humber. During the race Lees was upset in a col-

lision with Howell, but mounted again. This allowed Howell to lap him and secure a victory by quarter of a mile. Lees claimed a foul. The referee reserved his decision. The time made establishes the professional tricycle records to twenty miles, and all the records are Howell's.

Miles.	M.	S.	Miles.	H.	M.	S.
1	1	26	10	38	1	
2	2	22	11	41	24	
3	3	11	12	44	46	
4	4	2	13	48	8	
5	7	44	14	51	48	
6	11	55	15	55	22	
7	16	1	16	59	0	
8	20	1	17	1	2	35
9	24	50	18	1	6	4
10	27	55	19	1	9	26
11	31	16	20	1	12	55
12	34	37				

Lees finished in 1h. 13m. 43s. The referee declared the contest no race, as the men were equally to blame for the collision, and decided that it must be run over on the Saturday following. Howell refused to run again without a new stake, and claimed that the referee had no power to fix a date without consulting the men. The records above are slower than the amateur records, except in the last four miles, where they are faster.

NEW YORK. — At the games of the 23d Regiment, 27 May, a two-mile bicycle race was won by Ed. Pettus, with Hanna, of Brooklyn, second. An exhibition drill by the Kings County Wheelmen was an interesting feature of the programme.

INTEREST in the Kings County Wheelmen races is increasing, and a fine race meeting is looked for. There will be an out-door drill and exhibition, winding up with a moonlight parade, in which some three hundred wheelmen will participate.

CHARLOTTE, N. C. — The races of the Charlotte Bicycle Club, held 21 May, were a decided success. They were witnessed by several thousand people. The following is a detail of the races:—

Half mile race — Sanford, first, 1.42; Motz, second; Dowd, third.

One-mile race — Maxwell, first, 3.50; Gilmer, second; Johnston, third.

Three-mile race — Pharr, first, 13.02; Maxwell, second; Jones, third.

The track was not in very good condition, it being too dusty.

CANARY is matched to ride against Warren Wood, of Chicago, on 14 June, for \$250 a side. Canary is restricted to the use of a bicycle without being allowed to take from or add to it.

ARRANGEMENTS are in progress for another race meeting on the Union track on the 12th inst. Among the events contemplated is a ten-mile professional, for which Prince, Higham, Woodside and others are expected to appear. A three-mile, best two in three heats, will also be run by Neilson, Young, Harrison, Morgan, and Hutchinson. An amateur two-mile, best two in three heats, is also in-

cluded, for which gold and silver medals will be offered.

SEEING several announcements of the champions of Canada, R. A. Neilson, who is a native of that place, announces his intention of competing for that title, and, with that end in view, will make a five-mile race for from \$50 to \$200 a side.

BOSTON, 30 MAY. — A large number of people visited the Institute skating rink, taking advantage of the three gala roller skating sessions. In the morning the one-mile *v.* skates race was won by Ruby Sparks, on the bicycle, in 4m. 11s.; prize, a silver medal. In the afternoon, Prof. K. A. Skinner, on a bicycle, defeated Prof. F. S. Stumcke, in a two-mile race; prize, \$10. In the evening Stumcke beat Skinner in a two-mile race, making the distance in 6m. 45s. Prize, \$10. These races were not sanctioned by the racing board.

NEWCASTLE, ONT., RACES, 24 May, under the auspices of the Newcastle Bicycle Club:—

One mile, club, — A. B. Kent, scratch (1), no time taken; T. Miller, 30 yards start (2); E. A. Dayman, 25 yards (3), and Charles Miller, 100 yards (4).

One mile, open, — C. F. Lavender, Toronto Bi. C. (1), no time taken; H. P. Davies, Wanderers Bi. C. (2); F. J. Campbell, Toronto Bi. C. (5); and P. E. Doolittle, Toronto Bi. C. (4).

Half mile, boys sixteen years and under, — Thomas Miller, Newcastle Bi. C. (1); W. H. Brown, Toronto Bi. C. (2) and R. Morris, Wanderers' Bi. C. (3).

Five miles, open, — F. J. Campbell, Toronto Bi. C., 200 yards (1), in 19m. 56½s.; C. F. Lavender, Toronto Bi. C., 200 yards (2); H. P. Davies, Wanderers' Bi. C., 275 yards (3); P. E. Doolittle, Toronto Bi. C., scratch (0); A. B. Kent, Newcastle Bi. C., 500 yards (0).

Fancy riding, — P. E. Doolittle, Toronto Bi. C. (1); G. H. Orr, Wanderers' Bi. C. (2); A. B. Kent, Newcastle Bi. C. (3); and Charles Miller, Newcastle Bi. C. (4).

Slow race, 220 yards, open, — P. E. Doolittle, Toronto Bi. C. (1); A. B. Kent, Newcastle Bi. C. (0); C. Miller, Newcastle Bi. C. (0).

The officials were: Referee, Samuel Wilmot; judges, J. J. Robson, Richard Varcoe, Wellington Foster, and Wm. Lockhart; starter, Chas. Wilmot.

PREPARATIONS for the Kings County Wheelmen race meeting are actively going on, and a grand and good time is assured. Their champion, Pettus, is gradually getting in condition, and a breaking of the 25-mile record is confidently anticipated, as it is rumored that he is sure of having Frazier to push him in this race; and Hall has signified his intention of breaking his 24-mile record made at Springfield. It looks as though this would be a race of a lifetime. Holden, as they are, on the afternoon of 21

June, it will certainly repay all on their way from Philadelphia to stop over a few hours at Brooklyn and, perhaps, see some of our Eastern flyers carry some of their elegant medals and the honors off with them. The Brooklyn Bicycle Club and Heights Wheelmen will run their club championship race, each distance one mile, — and they promise to be exciting events, as each club has of late shown some promising racing men, — at this meeting in connection with the K. C. W. races. For particulars, see advertisement in another column.

THE failure of the Yale men to show up at the Harvard races has received much unfavorable comment. This action on their part spoiled one of the best races of the day.

ON Saturday, 24 May, a racing exhibition was given at Aurora, near Toronto, Canada. One-mile heat race between Miss Armaindo and trotting mare Mayflower. The mare won in straights. Time, 3.35, 3.55.

Ten-mile race between T. W. Eck (bicycle) and fast roadster. Eck led up to the eighth mile, but on that mile he lost two spokes, and gave the horse a lead of a quarter mile, which lost Eck the race by three hundred yards. The roadster covered the ten miles in 37.29.

The race for the professional championship of Canada, open to all, for a \$50 cup, was a walkover for T. W. Eck.

WOODSIDE tells us that he doesn't claim to be champion of Ireland on the strength of the amateur championship which he won a few years ago, but by virtue of a challenge which he has had standing in that country for many months, and which has never been accepted.

THE following certificate has been shown us:—

AMATEUR CYCLISTS' RACING ASSOCIATION, NEW HAVEN, CONN.

Gentlemen: This is to certify that I have measured the track on Hamilton Park (city), eighteen inches from the inside rail or pole, and find the distance to be 2,640.79 feet.

Yours respectfully,  
D. C. SANFORD, Eng.

NEW HAVEN, CONN., 15 May, 1884.

This is to certify that I have had charge of Hamilton Park, and lived on the grounds for the past six years, and that the posts of the fence from which Mr. D. C. Sanford took his survey and measurements have not been moved in any way since 10 October, 1883.

[SIG.] LEVI MILLER.  
Witness: W. C. PALMER.  
A true copy. Attest, W. H. HALE.

## WHEEL CLUB DOINGS

ABOUT twenty five members of the New Jersey Wheelmen, of Newark, in company with some members of the Elizabeth Wheelmen, met at Military Park at 8.30 Friday morning, and took

the nine o'clock train for Jersey City, where they were met by about twenty members of the Hudson County Wheelmen. The latter had chartered a tug for the occasion, and the party crossed over to Staten Island. On the island they were met by a number of the Staten Island wheelmen, who escorted them around the island, the party riding a distance of forty-two miles. Then they repaired to the residence of Mr. Manning, a prominent Wall street broker, and took dinner, Mrs. Manning performing the duties of hostess in a graceful manner. The wheelmen then boarded the tug and returned to Jersey City.

THE Manchester Bicycle Club's run to Goffstown, Memorial Day, was well attended by the members. The dinner was a good one, and was participated in by three riders from the Weare.

LOUISVILLE, KY. — The boys of the Falls City Bicycle and Dixie Wheel Clubs, mounted on their bicycles, and accompanied by Schneider's full orchestra, were out in full force one night last week, serenading their friends who rendered them such telling service in the defeat of the bill, presented in the Legislature, prohibiting bicycles on the public roads. Senator James R. W. Smith and Representatives Will. Jackson, Ed. Madden, and Ike Caldwell were visited at their residences, and about two o'clock Mr. Young E. Allison, managing editor of *The Commercial*, was remembered.

THE Ramblers held an informal reception after the races on Friday, when the medals were presented and speeches were made by Messrs. Harris, Egan, Saben, Norcross, and others.

ON Thursday the amateur minstrel troupe of the Boston Bicycle Club gave an entertainment at Lowell, which was in every way successful. The programme of the previous performance was repeated, with the addition of a lot of new and fresh jokes. The return to Boston was made by a special train, reaching here about midnight, and at 6 A. M. nearly every one was astir making ready for a run to Hotel Hunnewell, where breakfast was taken. After lawn tennis and kindred games, the members returned home by twos and threes, only to reassemble again and go to the Ramblers' meeting.

THE officers elected at the annual meeting of the New Britain, Conn., Bicycle Club were as follows: President, F. Slater; secretary and treasurer, W. B. Rossburg; captain, C. C. Rossburg; first lieutenant, W. S. Chase; second lieutenant, A. F. Corbin.

THE East Cambridge Club was organized at Chestnut Hill reservoir, Friday morning, by a number of riders. The following officers were elected: President, R. A. Collinson; captain, J. Singleton; secretary, J. R. James.

THE members of the drill squad of the Star Bicycle Club, of Lynn, propose a six-days' trip "down East" some time during the summer, and will give exhibi-

tions every day at the different cities they stop at. The programme will probably be as follows: Monday, Salem; Tuesday, Portland; Wednesday, Old Orchard; Thursday, Peak's Island; Friday and Saturday, Bar Harbor.

THE Charlestown Bicycle Club celebrated their first anniversary on Friday, 30 May, by a run to Salem to join the Essex League meet. Taking dinner at the Essex House, they returned to their club rooms in Hancock square, at 5.30; at 7.30 they met in a body and moved to the Quincy House, where twenty of them sat down to their anniversary dinner. After discussing an excellent menu, President Atwell introduced Mr. C. W. Howard as toast master. Mr. Howard with appropriate remarks offered as the first toast of the evening, the Charlestown Bicycle Club, which was responded to by the president. Mr. Frost read an original poem Mr. Howard responded for the L. A. W. Captain Nelson furnished several fine selections, and short addresses were made by Messrs. Towle and Par-hley.

THE Boston Club on Thursday of last week gave a very successful repetition of its minstrel performance in Music Hall, Lowell, Mass. After the entertainment the club was handsomely entertained by the Lowell Bicycle Club and the Yorick Club. The club took a special train home for Boston, arriving in the city about 1 o'clock A. M. At 8.30 a score of members breakfasted at Hotel Hunnewell, West Newton. More would have attended but for the efforts of the previous evening.

THE Massachusetts Club did not, as was stated in some of our esteemed contemporaries, breakfast at the Cattle Fair Hotel, Decoration Day, simply because it could not, that hotel having been closed a month or more. Some twenty-four of its members did, however, attend the breakfast run to Watertown, we believe.

THE East Saginaw (Mich.) Club has been organized and fifteen persons joined the club. The following officers were elected: President, D. W. Lamont; vice-president, Theo. Huss; secretary, Chas. Watrous; treasurer, H. H. Brix; captain, A. L. Button; first lieutenant, Wm. Seyffardt; second lieutenant, H. L. Shaw.

## 'CYCLISTS' TOURING CLUB

### American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE first annual autumn tour of the American Division will be held in Boston on the first Monday in October, 1884, when the famous "wheel around the Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

THE eighth annual Harrgate Meet will be held on Monday, 4 August, 1884. The chief consul has arranged with four of the leading lines of steamships for the club reduction in rates, so that members (only) can obtain

return tickets to Liverpool or London and back, good for twelve months, for from \$100 to \$150, according to location of stateroom. For choice of staterooms, early application is desirable.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): Dr. P. L. Chambers, 596 Lexington avenue, New York City; C. Erskine, box 246 Newburyport, Mass.; E. A. Mixer, Springfield Centre, Otsego, N. Y.; H. R. Pool, Produce Exchange building, New York City; A. D. Peck, Jr., 9 Otis street, Boston; Mrs. Joshua Reynolds, Stockport, Columbia County, N. Y.; F. W. Whiting, 131 Devonshire street, Boston; J. H. Wade, Jr., 986 Euclid avenue, Cleveland, Ohio.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B. — Consuls wanted in every city and town in Canada.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

A. M. — You, more than any one else, should know what the vote was. Are glad you endorse us.

C. J. U. — We have investigated the thing and find that there was nothing crooked, though it had that appearance.

H. N. — There are no professional tricycle records in America.

IN TYPE. — Letter from Eph.; letter from C. E. Hawley; conclusion of C. V. Joy's lecture.

## FIXTURES

Saturday, June 14:

Annual run of the Boston Ramblers to Portsmouth, N. H., and return.

Tuesday, 17 June:

Quaker City Bicycle Club, tournament, Philadelphia, Pa.

Wednesday, 18 June:

Second day of Philadelphia meet.

Thursday, 19 June:

Third day of Philadelphia meet.

Saturday, 21 June:

Race meeting of K. C. W. (See advertisement.)

Niagara to Boston tour. Leaves Chicago on evening train. Leaves Detroit next morning, arriving at Niagara Falls in afternoon. Tour leaves International Hotel, Niagara Falls, morning of 15 July. Wheelmen invited. Description of tour with map furnished, on application to M. E. Graves, general agent, 207 Broadway, New York; or B. B. Ayers, manager, 185 Michigan avenue, Chicago.

Montreal Bicycle Club, spring races.

Thursday, 26 June:

Races at Binghamton, N. Y. (See advertisement.)

Tuesday, 1 July:

Annual meet of the Canadian Wheelmen's Association, Toronto, Ont.

Sunday, 13 July:

Start of the Detroit tourists.

Tuesday, 29 July:

Kennebec tourists start from Trinity square, Boston, at 7.30 A. M. F. A. Elwell, manager.

'CYCLIST RECORD BOOK. — An ingeniously ruled pocket-book for keeping time, distance, roads, weather, etc., while on the road. Cloth, thirty cents; roan, fifty cents. C. D. Batchelder, Lancaster, N. H.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 56-inch Standard Columbia, new last August, direct spokes, 70-inch front wheel, balls, Expert pedals, dropped handle bars, vulcanite handles, all nickelled except wheels, which are nicely painted and gold striped, Boston automatic alarm; too small for owner; price, \$85. GEO. L. KNIGHTS, Amesbury, Mass.

**FOR SALE.**—An extra fine boy's bicycle, 40-inch, English, nearly as good as new; original price, \$65; will sell cheap. C. E. HAWLEY, 1353 Connecticut avenue, Washington, D. C.

**FOR SALE.**—A 51-inch Star, full-nickelled except rims, power-trap attachment, ridden sixty miles, new last fall, A-1 order; price \$65 cash. E. E. RICHARDS, 45 Parkwood avenue, Toledo, Ohio.

**FOR SALE.**—A 52-inch Standard, \$75; half-nickelled 54-inch Expert, \$100, and 56-inch Sans-pariel semi-racer, nickelled except felloes; weight thirty-seven pounds, \$110; all in good condition. BICYCLE, care of *Sporting Journal*, Chicago.

**FOR SALE.**—A 54-inch Star bicycle, with rubber handles, Z. & S. tool-bag, and H. & T. bell; everything is brand new; price, \$85. Address, STAR, care of BICYCLING WORLD.

**\$110 WILL BUY A FULL-NICKELLED** 52-inch Expert, in perfect order; has been used but very little. Address, H. R. BRYAN, Hudson, N. Y.

**FOR SALE OR EXCHANGE.**—A 54-inch full-nickel and ball bearing Howe Light Roadster bicycle; will sell low for cash, or exchange for any size and finish bicycle. A. N. SHAFFER, Poughkeepsie, N. Y.

**FOR SALE.**—A 50-inch 'Xtra, full-nickelled except rims, in good condition; cost \$177.50 last summer; tire shows no wear; balls all round; Hancock tire; lowest price, \$140. H. ALLERTON, East End, Pittsburgh, Pa.

**FOR SALE.**—A Victor tricycle of last year's pattern. In good order, \$125. Address X, this office.

## RACING MEN, ATTENTION!

Send for Price List of Shop-worn Racing Machines; also a few good Second-hand Roadsters.

STODDARD, LOVERING & CO,  
10 Milk Street, Boston.

## The WHEELMAN'S RECORD BOOK.

[COPYRIGHTED.]

This is an article needed by all wheelmen who care to keep a record of places visited, and the number of miles ridden. It contains 52 pages; is bound in leather, and the size, 2½ inches x 6 inches, is just right for the vest pocket. Price, Each by Mail, 50c.

THE JOHN WILKINSON CO., Publishers,  
68 and 70 Wabash Ave. - - CHICAGO, ILL

### THE PRACTICAL LAMPLIGHTER

Simple in construction, readily attached, affords convenient and efficient manner for lighting a lamp out of doors, regardless of the wind. By its use the vexatious delay and difficulty of lighting a lamp is obviated. The match is lighted in a space protected from the wind by two metal discs, from which the match is passed to the wick. No cutting off of matches. No caps or percussion tapers. Will not rattle. Pat. applied for. Price, 50 Cents, mailed on receipt of price. Liberal discount to the trade. Address J. C. McNAB & CO., Box 350, Rochester, N. Y.



Pat. applied for.

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THE FACILE.

Exclusive American Agency.

## SECOND ANNUAL RACE MEETING

— OF THE —

## BINGHAMTON BICYCLE CLUB

BINGHAMTON, N. Y.,

THURSDAY, JUNE 26, 1884, at 3 o'clock P. M.

A liberal amount has been expended for prizes, and valuable gold and silver medals of latest designs will be awarded as first and second prizes. Silver medals as second prizes in One Half and Ride and Run Races only. All others gold medals.

### ONE HALF MILE RACE.

Best two in three heats.

### ONE MILE RACE.

### TWO MILE DASH.

### THREE MILE HANDICAP.

### FIVE MILE HANDICAP.

### ONE MILE CLUB CHAMPIONSHIP.

### ONE MILE RIDE AND RUN.

### CONSOLATION RACE.

Open to all Amateurs, except Club race.

Entrance fee for each event, 50 cts.

Entries close June 24, 1884, to

FRED LYON, Binghamton, N. Y.

## 2D ANNUAL RACE MEETING

— OF THE —

## Kings County Wheelmen,

Saturday Afternoon,

JUNE 21, 1884,

At the New Grounds of the

## WILLIAMSBURGH ATHLETIC CLUB.

\$300 in Prizes.

Consisting of the following events:—

½ mile dash to members K. C. W. that never won a prize.

½ mile without hands, open to all amateurs.

1 mile, open to all amateurs.....Scratch

1 mile club championship, Brooklyn Club.

1 " " " Height's Wh'm'n

2 miles, " " " .....Handicap

3 " " " " .....Handicap

25 " " " " .....Scratch

Entrance fee of One Dollar for three miles and twenty-five miles, and Fifty Cents for other events, may be sent to CHAS. SCHWALBACH, box 2683, New York City; closing June 14, 1884.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. Price, \$3 50; Nickel Plated, \$4.75. Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

## LEAGUE OF AMERICAN WHEELMEN'S



L. A. W.



Pat. Sept.  
13, 1881.

## BADGE PINS.

For the official design in gold, send to C. H. LAMSON, Portland, Me., the only authorized maker. Prices for hand some solid gold pins with garnet stone centres, \$3 50, \$5.00, \$7.00, and \$8.00 each, according to finish and kt. Orders by mail, enclosing cash or P. O. order will receive prompt attention.

Also on sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia at H. B. Hart's, 811 Arch St.; in Boston at The Pope Mfg Co.; in New Haven at The American Bi. Co., 79 Orange St.

## HAVE YOU SEEN THEM?

WE MEAN THE

## BICYCLE HOSE

MADE AND SOLD BY

GIBSON & HART,  
ROCKFORD, ILL.

Double Stitched Heels and Toes.  
Plain or Ribbed Style.

Worsted.....\$1.50 per pair,  
Wool.....1.00 " " } Postpaid.  
Cotton......75 " "

Send size shoe worn. Special Rates to Clubs. Correspondence with the Trade solicited.

GIBSON & HART,

106 State Street - - ROCKFORD, ILL.

## SAFETY, SPEED, AND COMFORT.

### DO YOU WANT A BICYCLE?

If so, do you want one which combines Safety, Speed, Ease of Driving, Hill Climbing, Smooth Running, Easy Mount, Easy Dismount, General Availability, Service, and is in point of practical utility the BEST bicycle made? If you do, you should investigate the **FACILE**, which has already been received with marked favor in America. Call and see it, or send for price list and information as to what it is, what it has done and does, and what it is capable of doing. If you want a Tricycle send for information, also.

JULIUS WILCOX, Attorney and Agent for M. M. Wilcox, 21 Park Place, New York.



# GRAND BICYCLE TOURNAMENT AND EXPOSITION.

UNDER THE AUSPICES OF

## THE QUAKER CITY BICYCLE CLUB,

TO BE HELD IN

Philadelphia, at Broad and Dickinson Streets,

JUNE 17, 18, and 19, A. D. 1884.

PHILADELPHIA, March 31st, 1884.

*To Wheelmen:—*

Under the auspices of the Quaker City Bicycle Club, of Philadelphia, a grand Wheelmen's Tournament and Exposition will be held in this city on the 17th, 18th and 19th days of June next. To make this meet and tournament one of the grandest events in the history of American 'cycling, and one at which wheelmen everywhere will wish to be present, the Club will spare neither pains nor expense. To attain its object the expenditure of a large amount of money is necessarily involved, and the grandest and most valuable prizes ever offered to wheelmen will be presented on this occasion. Within the large and commodious enclosure secured for the purpose, there has been constructed a magnificent half-mile track, which will be found second to none in its adaptation to the wants of wheelmen. The grounds and track will be brilliantly lighted with electric lights, and the introduction of night races will prove an interesting feature of the event. The races embrace thirty events, sanctioned by and under the rules of the L. A. W., and will engage the attention of wheelmen during the three days of the tournament. Prizes, aggregating in value the sum of \$5,000, consisting of handsome silver sets, gold watches, bicycles, medals, etc., will be awarded successful contestants. The beautiful prizes in silverware were especially designed and manufactured for the Quaker City Bicycle Club by Harrison Robbins & Son, of this city.

Reduced rates of railroad transportation and special hotel accommodations will be procured for visiting wheelmen and all others participating in the tournament. To all individual wheelman and 'cycling clubs a hearty invitation is extended to be present with us, and make this a memorable event in the history of American 'cycling. All letters of inquiry should be addressed to

C. E. UPDEGRAFF, Secretary,

Broad and Spring Garden Streets,

PHILADELPHIA.

## NOTICE TO WHEELMEN.

HARVEY & HARRISON, having enlarged their premises, are prepared to repair Bicycles and Tricycles at short notice. First-class work. Terms reasonable. P. S. — Painting and Nickel Plating a specialty.

48 and 50 WINCHESTER ST.,

Near Providence Depot.

BOSTON, MASS.

BICYCLERS SHOULD INSURE AGAINST ACCIDENTS!

In the

Mercantile Mutual Accident Association.

THE OLDEST AND BEST IN NEW ENGLAND.

\$25 Weekly indemnity, \$5,000 in case of death by accident. Cost not over \$10 a year. Send for Circulars to

EDW. P. BURNHAM, Agent.  
Box 609. Newton, Mass.

THE STAR LAMP,

LUGGAGE CARRIER and TOOL BAG.

Send for Illustrated Catalogue. Mention this paper.

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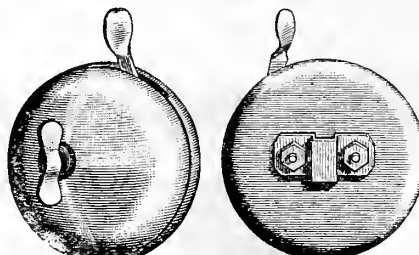
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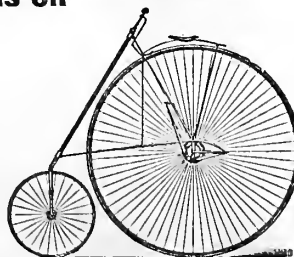
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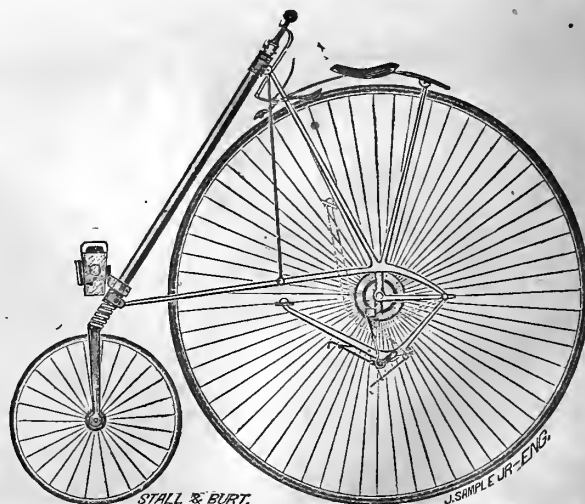
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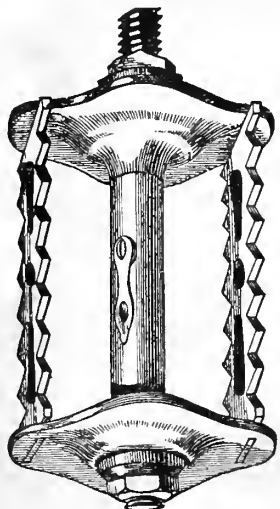
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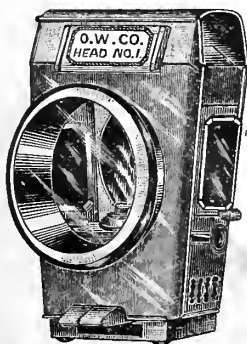
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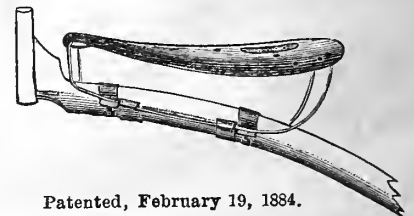
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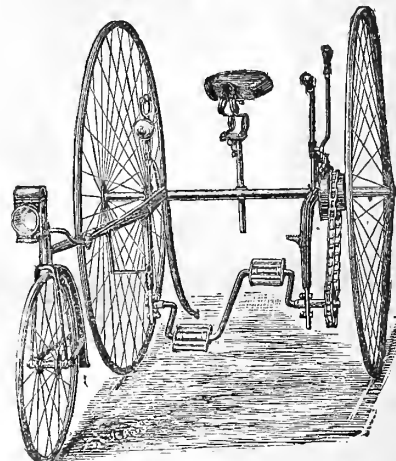
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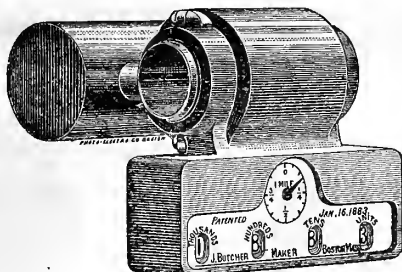
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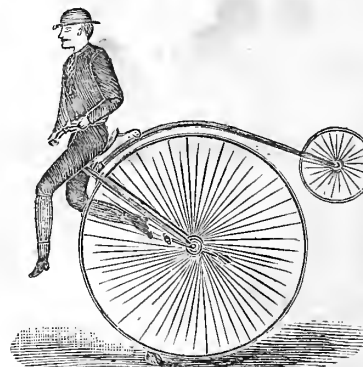
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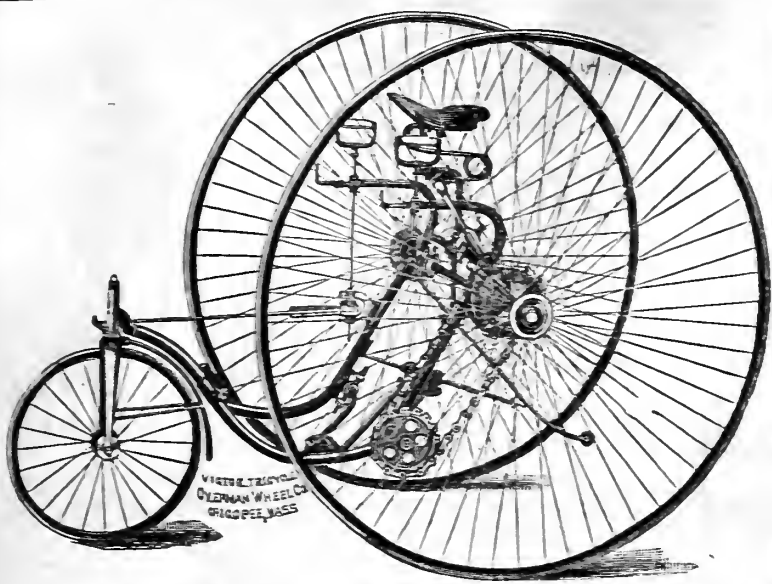


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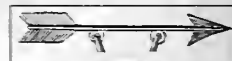
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All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 13 JUNE, 1884.

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## Publishers' Announcement.

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## A LONG RIDE.\*

THE extraordinary performance of Mr. J. H. Adams on the little Facile is convincing that the machine has a merit in its construction not to be despised. We

would not detract from the personal efforts of Mr. Adams, but the record he has made is without doubt somewhat due to the safety and powerful qualities of the machine. Beating the record of the Hon. Keith Falconer on the ordinary bicycle by seven days, and that of James Lennox by two days, Mr. Adams has ridden from Land's End to John-o'-Groat's, a distance of nine hundred and twenty-four miles inside seven days, averaging one hundred and thirty-two miles a day, and riding one hundred and ninety miles the last day. The Facile and its rider have secured a reputation for each other that is destined to stand out as one of the most remarkable performances on the road for many a day. Even if it is beaten in the future, it is a record calculated to aid the cause of 'cycling, and benefit the dealers in the Facile, and to serve as a clincher in favor of small wheels. We have a great admiration for the Facile, as we know it to be a safe and speedy machine. It is peculiarly adapted to this country, and should become exceedingly popular.

IN speaking thus of the Facile, we do not of course wish to detract from the pattern of bicycle most of us habitually use. We like an ordinary, and constantly use it with safety, but we know there are many would-be wheelmen kept from enjoying the pleasures of 'cycling by the apprehended danger of falls. To these we recommend the tricycle if they fancy the three wheeler; if not, some safety machine. We want to see the number of wheelmen increase, and we desire to see timid and elderly men avail themselves of the benefits of our pastime. They cannot do better than select some good machine that meets their individual needs.

SPEAKING of the safety qualities of bicycles reminds us that S. T. Clark & Co., of Baltimore, are about to place on the market a new American Sanspareil, containing many features that meet with our approval. The craze for light machines, which we honestly fostered, and still believe in with certain qualifications, resulted in the use of disastrously small rubbers. This new machine we are pleased to note will have one-inch tires to front, and seven-eighths inch to rear wheel. Another point we have contended for is square-bridged forks, as narrowness near the rims is disagreeable and

dangerous. The new Sanspareil, if our contemporary the 'Cyclist is correct, meets this objection. Another feature tending to secure safety is the amount of rake, and the new Baltimore mount has from two and a half to three inches of it, which is probably none too much for our rough and hilly roads.

OUR Boston consul is so good about adopting suggestions, and shows such a willingness to do anything which will promote the welfare of wheelmen within his jurisdiction, that we take the liberty of calling his attention to the poor condition of the Milldam, and suggesting a possible remedy. A petition circulated among the wheelmen and drivers of the city would assume such proportions as to receive attention at City Hall. Beacon street and Brighton avenue, from West Chester park to Cottage Farm bridge, is in such poor repair that it is positively dangerous. Being the most frequented thoroughfare leading from the city, if its repair could be secured, thousands of 'cyclists and owners of horses would be benefited. Here is a chance to impress our city officials with our numerical strength, as well as a splendid chance to unite with horsemen in securing mutual benefits.

A RUMOR is current to the effect that the G. H. Pope Manufacturing Company are shortly to bring to this country one of the fastest amateur riders in England. He will be employed by the company, ostensibly as a clerk, but in reality for the purpose of advertising their make of machines by competing in all the amateur races of importance, and probably by winning them, as he will be afforded every opportunity of a training. Kept amateurs are getting to be altogether too common in this country, and unless something is at once done to debar these gentlemen from races the genuine amateurs will soon have a very lonesome time of it — *Globe*.

We are not familiar with the G. H. Pope Manufacturing Company but we know that the Pope Manufacturing Company does not intend to import any amateur to ride its machines. The *Globe* is quite right in saying that "kept" amateurs are getting too common. Several so-called amateurs are already regarded with suspicion. A man is not an amateur who goes and comes at the will of his employer. The remedy lies with the true amateur, who is not racing for what he can make, or to benefit any one who wishes to sell a machine.



OUR good friend "Gideon" reads us a little lecture concerning what he calls our attack on the board of officers in general and the recording secretary in particular. It seems to us that he mistakes our position. We do not wish to argue with him upon the wisdom of the course which the officers have pursued. Our point is and has been, that the officers have done what they had no right to do under the resolutions, and considering the sentiment of the meeting. The sentiment of the meeting, as expressed on the floor and by vote, was in favor of a monthly organ published by the League. The officers were instructed to carry out this idea and no other. To show that we are right in our position we quote from a private note written us by the author and mover of the resolutions:—

"My motion was passed that 'the L. A. W. publish an organ.' The technicalities, etc., were all that were left to the board of officers. They might contract with a journal for a month or so until they got things running as a means to the end, but this giving of the gazette to the A. A. is a violation of what the L. A. W. determined."

After this who shall say the officers were blameless. The meet at Washington was harmonious and the members to their respective homes feeling that there was a bright future in store for the League now that it had been determined to proceed on a new basis. They were startled to find within a few days that their good work had been undone. The justice of our position will be shown when we get the stenographer's report, which has not been received at this time, though a month has nearly gone since the meeting.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### L. A. W. Parade.

*Editor Bicycling World:*—I notice that the officers of the L. A. W. are criticised in some quarters for inviting or admitting to the parade in Washington all and any wheelmen. The *Wheel*, for instance, remarks upon the presence of Woodside, the professional. As a member of the board who voted for the admission of organized clubs, I am free to say that this criticism is well founded; this wholesale admission in any parade is a mistake. But to restrict the parade

of the L. A. W. to members seems to be hardly in the way of "advancing the interests of wheeling generally." As well might the G. A. R. limit their parades to their membership, instead of inviting, as they do, all other similar organizations to join with them.

Individual members cannot be shut out; but they should be grouped by similarity in uniforms. 2738.

### Clippings and Comments.

*Editor Bicycling World:*—Under this heading, I find in the *Amateur Athlete* for 5 June, 1884, a number of misstatements in regard to what may be called the physiology of bicycling, which should, not, I think, be allowed to go uncontradicted.

*First.* Prof. Sargent, of Harvard, is quoted as saying that the bicycle affords good exercise, but unless care is taken its use will make one round-shouldered." The comment is "this a fact which should receive every bicyclist's attention; it is necessary to lean forward while propelling the machine."

It is *not* necessary or desirable to lean forward while propelling the wheel, except occasionally while climbing a hill, unless your wheel is too big, or you are trying to ride too fast. The ungraceful and insanitary round-shouldered position adopted by many wheelmen on the road, is simply a bad habit imitated from the "flyers" who acquire it on the track.

*Second.* While very properly remarking that riding to two hundred and thirty miles without a dismount is *not* a thing to be proud of, the *Amateur Athlete* adds: "The idea is . . . in (*sic*) how fast you can do a certain distance. There is some credit in that, and a praiseworthy ambition to which to aspire." This is a sad blunder, which will ruin many a young man's health for life. This "how fast can I do it?" and "beating the record," is almost absolutely certain to damage the heart irreparably.

I repeat the assertion I made long ago while writing on this subject, that I believe any physician skilled in physical diagnosis if led blindfold into roomful of college students could pick out the crack athletes by the abnormal heart sounds alone, and this while the aforesaid cracks still believed themselves in perfect health.

As I write, the *WORLD* for 6 June reaches me with the following practical indorsement of my views:—

"H. L. Cortis, the ex-amateur champion bicycle rider of the world, is lying seriously ill at Sidney, Australia. *He is suffering from heart disease.*"

Of course he is; it would be little less than a miracle if he was not. "Twenty miles within the hour" is enough to give anybody "heart disease." It may be "a praiseworthy ambition to which to aspire," but it would be a mighty poor consolation to his young widow if he should, as is only too probable, die of dropsy, or fall dead suddenly as Renfrew, the

"champion sculler," did. There will be more items like the one in reference to Cortis in course of the next year or two, which will aid in giving 'cycling a bad name among the large class of people who don't distinguish between use and abuse. "CYCLOS."

### Organic Troubles.

*Editor Bicycling World:*—Permit me to suggest, as one of your best friends, that your attack upon the board of officers of the L. A. W. in general, and the recording secretary in particular, is a very grave mistake. After the harmonious results of the gathering at Washington it certainly seems to me that it is notably unbecoming in a 'cycling journal (\*whose editor I am informed is *not* a League member) to attempt to stir up another muss. The contract with the *Amateur Athlete* was drawn up with the utmost care, and with the best possible legal knowledge, in "iron-clad" shape, and by no less personage than our worthy treasurer. The contract was made, because, under our postal laws, the cost of mailing a circular published by the League to each member would just about treble the rate at which the present arrangement allows the *Gazette* to be sent. Don't come down so heavily on the poor League officers until you know more about it. I have heard several remark that the leader this week savors strongly of *disappointment*.

I would also call your attention to your article on Philadelphia Gossip, by your reporter, which tends to give the impression that the Pennsylvania State division meet, and three-days' race meeting were connected. The State division holds simply a business meeting on the 16th inst., and the three-days' races are the affair of the Quaker City Bicycle Club. Please also state that all who participated in the Harvard Bicycle Club-races are now liable to protest, and, until the finding of the board of officers shall excuse or condemn, disqualified from League races.

Sincerely yours,

GEO. D. GIDEON.

[\*Our correspondent is wrong. Every member of our staff belongs to the League, and intends to remain with it.—Ed.]

### New York Division.

*Editor Bicycling World:*—I heartily second the proposition coming from the Binghamton Club, inviting members of the New York State division to meet there on the 26th. In the first place, it is a very central location, the event of the club's second annual races, and the members will, I know, extend a hearty welcome to all visiting wheelmen. In the second place, it is about time that the State division meet and talk over some important points that have come up very recently. More particularly the action of the "League Organ" committee, which has been directly at variance with the wishes of the meet at Washington. A. G. COLEMAN.

## Philadelphia.

*Editor Bicycling World:*—The statement made by "Reporter" in your issue of 6 June, that the coming State division meet and three-days' race meeting, which takes place here (Philadelphia), from 16 to 20 June, promises to be a great success," is incorrect.

There will be no State division meet, and no State division race meeting, only the business meeting of the division on the evening of the 16th, and further, the State division has nothing whatever to do with the races advertised by the Quaker City Bicycle Club.

The Philadelphia, Germantown, and Pennsylvania Clubs, and the Penn City Wheelmen, will not take part in the parade or races, and the track is four laps instead of two to the mile, and illuminated by gas instead of electric lights, as advertised.

Yours truly,

H. R. LEWIS.

*Editor Bicycling World.*—Allow me to correct a mistake in my last week's letter made unintentionally regarding the meeting of the State division. Mr. Eugene Aaron did propose calling the meet for the 16th, but afterwards found he could not do so without causing inconvenience, by so short a summons. However, we expect to see many here at our coming races, which promise to be good. The track is in splendid condition. One of the amateurs, who rides a Rudge bicycle, has been making three minutes the past week. It is a mistake for some people to think that the Star people are going to run the race meeting. The H. B. Smith Company have no money or interest whatever in the affair, and will have to pay their little fifty cents the same as other people. A gentleman not connected with Star interests foots the bills.

"REPORTER."

## Washington.

*Dear Mr. Editor:*—Last week you inadvertently made a mistake in speaking of me as President Hawley, of the Capital Club. I fancy that friend Bates has the fee to that special form of title, and I am simply an honorary member of the Capital Bicycle Club. Mr. Leland Howard is its president, and as he is a modest man, will undoubtedly give me a "going over" for saying that he is an honor to the club, and a man of high character and intelligence. [We beg Mr. Howard's pardon. We found him to be all that our correspondent represents.—ED.]

A fox lost his tail, and then declared that he was in the front of the fashion. Another fox could not reach the grapes and thereupon declared that they were sour. A friend of ours, an editor, had to leave his wheel seven blocks off, or else ride up to his office over cobbles, or something else very rough, and thereupon declared that sandpapered pavements make a 'cyclist lazy. [We thought we should catch it.—ED.] Now, if you wish to know what makes a Washington wheelman savage, it is to talk of fair

weather performances on concrete. If you had written that ed. before you came here you would have had a dozen desperadoes of the wheel waiting for you to drag you off into the country, to put an end to you on some horrible Virginia roadway of sand, ruts, cobbles, and hills.

Capt. Hansmann led a company of club men to Mount Vernon on Decoration Day. You and I know that "terror" of the wheel who had, as a matter of health, to go out every morning and take four or five stunning headers in order to get up an appetite for breakfast. He should have been along. If there were fourteen riders there were certainly forty-two headers, or the equivalent, counting sides for the stars. A perfectly disreputable quantity of luncheon was sent ahead by steamboat. One man, the son of an intelligent physician, carried a whole hind-quarter of fruit cake, and ate it, too, probably giving his poor dumb beast, a 54-inch Hopper, a ration of it, for under no other conceivable provocation would the poor thing have done as it did,—namely, rise up and heave him a splendid cropper clean over its head. We "forded the river and clomb the high hill," and fought a vile and stony road forthirty-two miles, and—did not care for any more that day.

During the days of the meet some of our good men went out to Cabin John bridge. On the road they descried ahead of them a light-hearted cavalier skimming along right merrily. With no thought of racing, the pace went up to ten miles per hour, but without bringing the stranger within hail. Then it went up to twelve miles with the same result, and then they woke up and proceeded to teach the light-hearted one a lesson, but he skimmed away as usual, and they were solaced by learning afterwards that they had been trying to teach their grandmother who climbed Corey Hill so splendidly.

C. E. HAWLEY.

WASHINGTON, D. C., May 31, 1884.

## Massachusetts Division Meeting.

A SCORE or so of members of the Massachusetts division of the League left Trinity square, this city, last Saturday at 2.30 P. M., and rode to Eliot Hall, Newton, where a business meeting was held. The meeting was called to order at 4.40 P. M., with twenty five members present, and Chief Consul Currier in the chair. In the absence of Secretary Brooks, F. P. Kendall, of Worcester, was elected secretary *pro tem*. The reading of the minutes of the last meeting were dispensed with. The secretary reported that the membership on 6 June, 1884, was 631,—a gain of 100 over last year, that the renewals were 324, new members 307, that 196 had not renewed. Accepted.

Treasurer Shillaber reported:—  
336 members at \$1.00.....\$336 00  
267 applications at \$1.00..... 261 00  
49 " " fifty cents.... 24 50

\$621 50

That the expenses of the chief consul's office were: for stencils, \$18; guide boards, \$28.23; printing, \$45.75; and painting signs, \$39.45. Expenses of secretary's office, \$53.59. Treasurer's office, \$34.21; leaving a balance on hand of \$91.52. Accepted. The discrepancy between treasurer's report and secretary's was satisfactorily explained.

Ex-Chief Consul Hill reported at considerable length on the work of the past year. That the new guide-book was in type, and would be ready for distribution in a few days. That the cost of the book, bound in paper, for 1,000 copies would be \$95. That the receipts from advertisements was \$30, making the net cost \$65; that it would cost nine cents a piece to bind them in cloth. After considerable discussion as to whether enough had been received for advertisements, the report was accepted. Mr. Dean moved that 1,000 copies, bound in cloth, be printed. On motion of Mr. Williams it was laid on the table. On motion of Mr. Harris it was voted to supply every member of the division who renewed his membership or joined the division during the year with a copy of the book bound in paper. This provoked considerable discussion, but, after several motions to amend, was passed in its original form. On motion of Mr. Williams it was voted to print 1,000 copies in paper and 500 in cloth, members to have the cloth-bound copies on payment of a sum to be determined. On motion of Mr. Dean, W. I. Harris, of Boston, was elected secretary for the ensuing year; and on motion of Mr. Shillaber, F. P. Kendall, of Worcester, was elected treasurer for the same term. The chair announced the following committees: Rules, F. S. Pratt, Worcester; E. K. Hill, Worcester; S. H. Day, South Abington. Finance, J. F. Adams, of Haverhill; S. E. Green, Worcester; W. U. Lawson, Lowell. Meetings, H. E. Ducker, Springfield; W. B. Everett, Boston; Geo. Chinn, Marblehead. Membership, F. P. Kendall, Worcester; H. W. Williams, Boston; A. L. Fennessy, Springfield. Races, A. D. Claflin, Cambridge; J. S. Dean, Boston. Railroads, A. S. Parsons, Cambridgeport; G. W. Brooks, Worcester.

General suggestions of Mr. Hill in regard to nominations, voting, and State districts, were referred to the committee on rules, with instruction to report at the next meeting. A motion of Mr. Harris, amended by Mr. Howard, was passed, instructing the chief consul to call a run, to start from some point in Boston, in the early part of October, and that a business meeting be held on the same day. After a vote of thanks to the retiring officers and Mr. J. P. Burbank for work done on the guide-book, the meeting, at 6.30, adjourned.

The Boston, Massachusetts, Ramblers, Springfield, and Newton Clubs were represented at the meeting.

The collation after the meeting was quite thoughtful of the committee.

Those who started shortly after the meeting, though they reached home before dark, were thoroughly well drenched.

The only tricyclist that started for the place of meeting failed to get farther than Chestnut Hill reservoir.

The small attendance is to be regretted, but was partly owing to the shortness of the notice, as well as the blindness of the circular. "Newton Hill" is about as indefinite as anything could well be.

#### St. Louis.

SINCE I wrote last the St. Louis 'cyclists have endured many things, enough to kill anybody but an aforesaid St. Louis 'cyclist. You see we so worked on the imaginations of the boys that did n't go on our last run to De Soto, by telling them wild tales about the beauty of the girls down there, that another run was agreed upon, and over twenty names put on the list. All very nice, but it rained all day Friday and Saturday, and by Saturday night the prospect was dismal in the extreme. Nevertheless, eleven irrepressibles assembled at the headquarters, and swore they would go to De Soto if they had to swim all the way back. The secretary remarked when we started, "We are eleven dampfools, and I am the biggest, but I'll go where the gang does." We all agreed with him before we got back. The trip down was made very easily (on the train), but at 10.30, when we arrived, the rain was coming down in solid chunks.

The irrepressible Tommy remarked, as one of them took him in the eye, "I hope the sun will shine for about five minutes when we start to-morrow, for I don't want these people to think I'm such an ass as I am."

But we made for the Ranken House, spent the rest of the evening playing railroad euchre, and at one o'clock, after a few pillow fights, we subsided, hoping, as the poet drowsily remarked, to "wake up in the morning and hear the little birds singing praises to — Gol darn you all, why don't you go to sleep" — as a pillow struck him in the stomach. When we woke up in the morning we listened for the birds. Arthur said he heard one, but on investigation it proved to be the Ranken House rooster, and the rain descended and the floods came and beat upon that rooster, and he — subsided. We waited till 10 A. M. before the rain stopped, and the minute it stopped, we started, and the fifty-mile pull through the mud began, with the cheering reflection that the closer we got to St. Louis the worse the mud would get. For three miles all went well, till we got to the Secretary's Creek. He did n't try to ride through this time, nor did any of us. We sat down and looked on the angry waters with "envy and despair." The creek was up — *way up*. Something had to be done, so they all fell upon the poor 60-incher, and said he

was the tallest, and stood more show of not getting drowned than the other fellows, and so in short he'd better strip and carry those bikes across. Under the circumstances (ten to one) the sixty man could hardly decline, so he did it, and the rest hired a wagon and got ferried across by mule power. The roads got worse and worse the farther we went, till at last the secretary, who seems to have a "pendant" for sloppy places, ran into a rut, switched off to one side of the road, and sat down in a large puddle of water with a resounding *swosh*. He got up slowly and said "he did n't mind the water so much, but there was a rock with sixteen corners just where he sat, and he believed he'd buckled the base of his spinal column." Then the road got still worse. Oh, but we pulled, pulled, pulled, every man with his teeth shut, breathing hard and straightening up to his work. We didn't notice each other at all, and the result was that we strung out into four detachments, according to the different degrees of life left in each one. Then it began to rain again. It rained off and on pretty much all the forenoon, and when we got to Bulltown for dinner we were *tired*. After dinner it rained some more, but we were getting used to it by this time, so we lit out without minding it.

From Bulltown to St. Louis life seemed a blank, and the world a hollow mockery, enlivened only by one ripsnorting coast down one of the hills, that was so steep that the mud couldn't stay on it.

Nobody remembers how we got there, but the first word spoken was at Point Breezer, two miles below Carondelet, and was the last despairing wail of a 'cyclist with his heart pulled out by the roots, and all the spokes broken out of his internal arrangements. It was Freddy the Dutchman. He dropped his bike against a hitching post, fell into a chair and sighed, Ach Gott, I'm going to "groak." His bike still leans against the post, stared at by the wondering countryman. The nickel plate waxes rusty, the bearings are clogged with yellow clay. Where, oh where is Freddy? Alas he came home in a milk wagon, and we have n't seen him since that day. We all got home somehow, but our recollection of those last six miles of suffering is very dim.

We don't think the girls at De Soto are so pretty, after all. At any rate, they live too far off, and as "distance lends enchantment, etc.," we'll admire them from a distance instead of *miring* ourselves by going down there.

Yours truly,  
EPH.

P. S. By actual measurement, there was fourteen pounds four ounces of yellow mud (Missouri clay) on one of the bikes. We only weighed one, but suppose the others were in the same fix.

#### Lubricants.

On the Illinois prairies, when the roads

are in good condition, it is often needless to dismount at all in a ride of half a day's duration, except to oil up, and when one uses plain bearings over dusty roads the constant demand for oil soon grows monotonous. For this reason we began, a few years ago, to search for an oil which would give better satisfaction than sperm, though it is but just to say that sperm oil is excellent. Following a California man's suggestion, we tried vaseline and plumbago. Got it too thick at first, but a few trials taught us the proper consistency. For balls it was just the thing, but could see no advantage gained by using it on cones or plain bearings. Ran a ball-bearing one year with it, and noted little or no wear on the balls. Next tried plumbago mixed with various oils, but they seemed to lack consistency, or would evaporate or gum. Finally tried plumbago and glycerine. Result, cones were so well protected from wear that they seemed to be getting rusty. The plumbago seemed to scale over the bearing surfaces, and effectually resist wear. The outcome of our experiments is that balls should be oiled once per season with vaseline and plumbago, and other bearings once a week with glycerine and plumbago. If not riding much once per month will suffice. Be careful not to use too much plumbago. A few trials of the above lubricants will convince you that one need not be continually soiling his hands over a greasy oil-can, or losing his temper and time looking for a lost cap to the same.

C. E. DURYEA.

#### Tandem Run.

THE first long run that has been attempted on a tandem bicycle in this country has just been made by C. A. Joslin and W. H. Chase, of the Leominster Bicycle Club. Starting from Boston, 30 May, at 5 P. M., they rode to Salem. Saturday they rode to Portsmouth, from there to Greenland Station and return, then took a ride about the city. The next day the return run was made through Salem to Lynn, reaching there at 3 P. M., with the cyclometer showing 140 miles for the round trip. The machine worked admirably, even on the rough roads, and the ride was a very enjoyable one. The remarks and questions along the route reminded one of times when the bicycle first made its appearance.

At the recent meeting of the L. A. W. at Washington, it was understood that all past differences between members be forgiven and forgotten. Upon the strength of this President Ducker met Fred Jenkins in the hall of the Arlington Hotel, and shook hands over their differences with the best of intentions. But now Mr. Jenkins has taken to giving Mr. Ducker more abuse than ever in the columns of the *Wheel*, and also takes pains to pronounce the fall tournament of the Springfield Club a failure three months in advance.

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Sole Agents in the United States for

## THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

**SPECIFICATIONS.**—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone  $1\frac{1}{2} \times 1$  inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with  $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims;  $\frac{1}{2}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Parallel Bearing Hancock Rubber Pedals.

**PRICE;** 50-inch, Enamelled and Nickelled, \$136.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

## THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 6-inch Straight Handle-Bar, Humber Head, 1-inch and  $\frac{1}{2}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts nickelled.

**PRICE, 50-INCH, \$105.**

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

## THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **COREY HILL**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, 34 lbs. The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

**SPECIFICATIONS.**—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes enamelled, other parts NICKELLED. **Price, 50-inch, \$140.**

## THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

**PRINCIPAL FEATURE.**—The Patent Differential Double Driving Axle. This is the only perfect double driving gear known. For full description of this gearing see Catalogue.

**SPECIFICATIONS.**—Driving Wheels, 50-inch; Running Level;  $\frac{1}{2}$ -inch and  $\frac{1}{4}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs,  $6\frac{1}{2}$ -inch and  $3\frac{1}{2}$ -inch; *Aeolus* Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft,  $\frac{1}{2}$ -inch Throw; Ball Pedals; Band Brake; Adjustable Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

**EVERY PART INTERCHANGEABLE.**

**Price, 50-inch, \$184.**

## THE APOLLO TRICYCLES.

Manufactured by SINGER & CO., Coventry.

## THE COVENTRY ROTARY, TANDEM AND CONVERTIBLE.

Manufactured by D. RUDGE & CO., Coventry.

**ALL THE ABOVE MACHINES AND PARTS OF SAME CONSTANTLY ON HAND.**

Good Agents Wanted.

Send for Catalogue.



# COLUMBIA BICYCLES AND TRICYCLES.

*THE POPE MFG. CO. would respectfully announce that after long and careful experiments with five different speed and power tricycle attachments in different forms, they have completed one which seems to them satisfactory, and have it ready in sufficient numbers to supply it on their new machines, and to any Columbia tricycle.*

## THE COLUMBIA POWER-GEAR

*Is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material, and with the finest workmanship, and so as to avoid all unnecessary added friction by its use.*

Price of Columbia Tricycle - - - - - \$160.00  
With Power-Gear - - - - - \$180.00

The COLUMBIA POWER-GEAR will be applied to any Columbia Tricycle, at our factory at Hartford, Conn., for \$25.00  
SEND STAMP FOR 36-PAGE ILLUSTRATED CATALOGUE.

## THE POPE MFG. CO.,

Principal Office - - - 597 WASHINGTON STREET, BOSTON, MASS.

Branch House - - - 12 WARREN STREET, NEW YORK.

## GORMULLY & JEFFERY, —CHICAGO,—

*Exclusively Licensed by the POPE MANUFACTURING COMPANY  
to Manufacture a High Grade Wheel,*

# THE IDEAL BICYCLE,

In Sizes from 38 to 50 inches, from \$35.00 to \$72.00.

The best medium-priced Bicycle in the market. Has patented meritorious features to be found in no other Bicycle. Our patented specialties include:—

THE GLOBE CASED SELF-ADJUSTING BEARING,  
IDEAL SPRING,  
ADJUSTABLE RUBBER STEP,  
IDEAL RUBBER HANDLES,  
NON-SLIPPING AND NON-SINKING TIRES,  
RIGIDLY CLAMPED CENTRE SCREWS.

Every IDEAL BICYCLE has the Head, Handle Bars, Brake, Spring, Cranks, and Pedals Nickel Plated. They are also furnished Half and Full Nickelled. We manufacture a larger line and greater number of Bells than any other firm in the United States. Supply the celebrated Loudon's Tire Cement to large consumers at close quotations. Manufacture Flags, Flag Staffs, Saddles, Tool Bags, and other Sundries. Have a department for Repairs and Nickel Plating, for which we are unexcelled. Notice the New Address:

*222 and 224 North Franklin Street, Chicago, Ill.*

## MANUFACTURE



The Ideal Bicycle.

MANUFACTURED BY GORMULLY & JEFFERY, CHICAGO, ILL.

THE Ideal for 1884 is an extremely natty little machine, and the price is phenomenal considering its points. For some time previously the want of a machine for boys and youths had been felt, and many attempts made to put a machine on the market to fill the bill. The Mustang, built by the Pope Manufacturing Company, was the best attempt, and many cheap-grade wheels were turned out by Western manufacturers, mainly 'as toys. The toy machines soon proved practical failures, being difficult or impossible to repair to advantage, and the Pope Manufacturing Company found themselves too busy to continue the manufacture of the Mustang, and so negotiated with the present firm of Gormully & Jeffery to supply the demand.

The Ideal of 1883 was a very good machine, but lacked symmetry and finish, and a strong effort was made toward improvement in these points, resulting in the famous 1884 pattern. We give below the points and specifications in detail. The minute reproduction of the popular points in the larger machines makes them all any boy or youth can require; dropped handle bars, tipped with rubber handles (Fig. 1), detachable cranks, parallel bearings, hung in universal bearings, and gun-metal hubs arranged for direct spokes (Fig. 2), spring fitted with new pattern Stanley slide with patent rocker attachment (Fig. 3), adjustable rubber-covered step (Fig. 4), which may be placed at any desired height on backbone, and which is non-slipping and does not cut the sole of the boot, great con-

siderations in using a machine. The finish of the Ideal, part nickel and paint, with painted spokes, in the standard grade, is especially attractive as well as practical. Considering all points, we must say that the Ideal is a practical machine, not a toy, and may be used to advantage by those who can ride the sizes in which it is manufactured, and who do not wish to pay prices exacted for other makes. The price of 42-inch Ideal is \$42; all nickelled except wheels, \$48; and full nickelled, \$55. Ball bearings are applied to the front wheel at \$10 extra. It is nicely finished, contains all the latest novelties found in any machine, and is fully equipped with long-distance saddle-bag, wrench, and oiler. Sizes, from 38-inch to 50-inch inclusive.

## SPECIFICATIONS.

The head is of the open Standard Columbia pattern, with space for long centres the centre screw being unprovided with the usual jamb nut on the top, which is liable to loosen in use, is held by a lateral clamping screw, which hold the centre screw firmly, without the slightest danger of its disarrangement, and also prevents all vibration.



FIG. 1.

The handle-bars are of steel, cold drawn, of tough quality, extra long and dropped at the ends, of one piece throughout their length, and capped by rubber handles.

The forks are solid malleable metal, having ends extended below the bearing

entirely in one piece, formed to hold the bearing sleeve and allow it to place itself in the exact line required for the axle to freely turn, thus diminishing friction and adding much to the durability of the bearing.

Backbone is welded tubing, tapered and joined to the rear fork in a substantial manner, without involving any brazing or heating process.

Wheels are made with extreme care; the spokes have numerous and fine-threaded spokes, threaded deeply into burnished gun-metal hubs, the front ones sunk on the sides to admit ample bearings and close cranks, and long distance between flanges to insure strength.

## THE BEARINGS

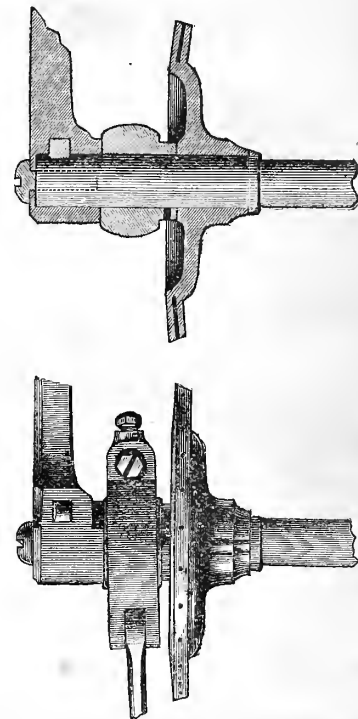


FIG. 2.

Have received special study, and are peculiar to the Ideal, and being patented, cannot be used on any other. Their peculiarity consists in their being supported or held in spherical cases formed on the fork ends. The actual bearing piece or sleeve is parallel and fitted to work closely and smoothly on the axle, but its outer surface is ball or globe shaped and fitted in a spherical case previously mentioned, and capable of turning slightly at any desired angle to accommodate itself to the varying strains on the fork; it has no insecure joint or connections, and cannot become loose.

Cranks are slotted for adjustment, and of a very strong design, well secured, and yet capable of easy detachment, as shown at cut of bearings.

Axle is of forged selected steel turned carefully to fit bearing.

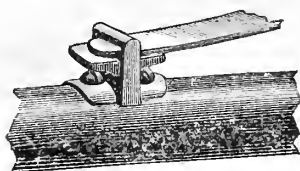


FIG. 3.

Spring of tempered spring steel, resting on an improved slide at rear end.

Rims of the best quality U-shaped steel.

Tires of red Para rubber, specially moulded in endless rings for this bicycle 7-8 and 5-8 to the 50 and 48-inch bicycles, 3-4 and 9-16 to the smaller sizes.

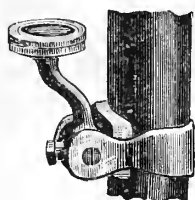


FIG. 4.

#### Bicycles and Tricycles in Theory and Practice.

##### IV.

LECTURE DELIVERED BY C. VERNON BOYS, A. R. S. M., AT THE ROYAL INSTITUTION, LONDON.

Having spoken of the differential gear and the clutch, I had better show the comparative advantages and disadvantages of the two methods of double driving. With the differential gear the same force is always applied to each wheel, so in turning a corner the outer one, which travels furthest, has most work expended upon it (work = force  $\times$  distance). In this respect the differential gear is superior. On the other hand, when one wheel meets with much resistance from mud or stones, and the other with hardly any, the latter has still half the strength of the rider spent upon it, which is clearly a mistake. With a clutch-driven machine running straight, the wheels take such a share of the rider's power as is proportional to the resistance they individually meet. When the machine is describing a curve, that is generally, only the inner wheel is driven, and the machine is for the time only a single driver, with the driver on the wrong side.

I must now describe some devices which are attracting much attention at the present time, the speed and power gears. Let us suppose there are two machines with wheels of different sizes, but in other respects alike. Then each turn will take the larger wheeled machine further than the smaller. In going up a hill the larger wheel will take its machine up a greater height than the other in one revolution, which involves more work, and therefore more strength.

If on the large wheel the chain pulley were increased in size, then for the same speed of the treadles it would not turn so quickly, it would not take the machine so far up the hill as before, it would in fact be equivalent to a smaller wheel, so that less strength than before would be necessary. This diminution of speed, though of great advantage when climbing a hill, is the reverse on the level, for then very rapid pedalling would be necessary to maintain even a moderate speed. To obtain the advantage of high wheels or high gearing on the level and at the same time low wheels or low gearing on the hills, some highly ingenious devices are employed. On the table is a well-known one of these, the "Crypto-dynamic," which by a simple movement changes the relative speed of wheel and treadle. Time will not permit me to describe the details of this arrangement, but it contains an epicyclic gear which is or is not in action according as the rider desires power or speed. There are several other devices having the same object, some depending on an epicyclic gear in a pulley, others on the use of two chains, only one of which is active at a time. These arrangements have the further advantage of enabling the rider to disconnect the treadles from the wheels whenever he pleases.

Tricycles on which two, three, or a whole family can go out for a ride together, involve few new principles, and I shall not for this reason have a word to say about them.

There remains one machine forming a class by itself, more distinct from all others than they are from one another. It is not a bicycle in the ordinary sense of the word: it is not a tricycle, for it has only two wheels. This machine is, from a scientific and therefore from your point of view, more to be admired than any other. It is called, after its inventor, the "Otto." The Otto bicycle and the Otto gas engine will be lasting memorials to the ingenuity of the brothers who invented them.

No machine appears so simple, but is so difficult to understand as this. Tricyclists who have been in the habit of managing any machine at once, are surprised to find in this something which is utterly beyond them. They cannot sit upon it for an instant, for so soon as they are let alone it politely turns them off. When at length, after much coaxing, they can induce it to let them remain upon it, they find it goes the way they do not want. Riding the Otto, like any other accomplishment, must be learnt. Some seem at home on it in half an hour, others take a week or more. It is not surprising that that quick perception, in which ladies have so much the advantage of men, enables them to quickly overcome the apparently insurmountable difficulties which this machine presents to the beginner.

The rider when seated is above the axle of two large equal wheels; being then apparently in unstable equilibrium,

he would of necessity fall forwards or backwards if some movement of recovery were not possible. The Otto rider maintains his balance in the same way as the pedestrian. If he is too far forward, pressure on the front foot will push him back; if too backward in position, pressure on the rear foot will urge him forward. That this must be so is clear, for, whatever turning power he applies to the wheels, action and reaction being equal and opposite, they will produce an equal turning effect upon him. The steering of this machine is quite peculiar. In the ordinary way both wheels are driven by steel bands at the same speed; so long as this is the case, the Otto of necessity runs straight ahead. When the rider desires to turn, he loosens one of the bands, which causes the corresponding wheel to be free; if then he touches it with the brake or drives the other wheel on, it will lag behind, and the machine will turn. It is even possible to make one wheel go forwards and one backwards at the same time, when the machine will spin like a top within a circle a yard in diameter.

There being no third wheel, the whole weight is on the drivers, the whole weight is on the steerers; the frame, which is free to swing, compels the rider to take that position which is most advantageous, making him upright when climbing a hill, and comfortably seated when on the level. Owing to a curious oscillation of the frame which occurs in hill climbing, the dead points are eliminated, so the rider need not waste his strength at a position where labor is of no avail.

Though it has been impossible for me to do more than indicate in the most imperfect manner how numerous and beautiful are the principles and devices employed in the construction of cycles, I trust I have disappointed those who were shocked and horrified that so trivial a subject should be treated seriously in this institution.

##### Patents.

THE following recent patents, issued from the United States Patent Office, are reported for THE WORLD by Henry W. Williams, Esq., Solicitor of American and European patents, 258 Washington street, Boston:—

No. 298,792, Water Velocipede. E. F. Steele, Wallingford, Conn.

No. 298,994, Tricycle. M. F. McMahon, Kirkham, Md.

No. 293,609, Saddle Bags for Bicycles. John R. Wood, Camden, N. J. Adapted especially for the Star.

No. 299,617, One-Wheeled Velocipede. B. G. Berlinghausen, Cleveland, O.

No. 299,733, Cyclometer. Robert Burns, Chicago, Ill.

No. 299,883, Velocipede. R. E. Wallace, Hartford, Conn., assignor to Pope Manufacturing Company. A compound wheel for transmitting power.

No. 299,897, Wheel for Bicycles. Wilber S. Wright, assignor to N. M. Wilson,

Philadelphia, Pa. A fellow or rim composed of an endless ring of vulcanized fibre.

#### Transportation Circular.

THE following circular has been issued by the S. P. R. R. :—

SOUTHERN PACIFIC RAILROAD.  
(Northern Division.)

OFFICE OF THE GEN. PASS. AND TICKET AGENT.  
SAN FRANCISCO, 26 May, 1884.

#### To Agents and Baggage Masters :

Until further notice, upon presentation of proper passage tickets, you will receive BICYCLES in baggage cars free of charge.

Notify all persons presenting same that they are accepted only at owner's risk, and to guard against damage while in transit the handles and pedals should, if possible, be removed.

C. E. BROWN,

Baggage Agent.

H. R. JUDAH,

Asst. P. and T. Agent.

Approved :

A. C. BASSETT,

Supt.

### CURRENTS CALAMO

#### 'Cycling Songs of Sundry Places.

No. I.

#### BRYN MAWR TOWN.

• ONE night I went a riding,  
A riding, a riding;  
Dimly shone the stars where the clouds  
Were drifting high,  
And deep among the trees,  
The trembling summer breeze  
Swung the branches into music songs  
Which sang good-by.

By and by I came a riding,  
A riding, a riding,  
Riding down the roadway, right into  
Bryn Mawr town,  
Where welcome gleams of light  
Flashed from many a window bright,  
And stooping in the saddle, 'neath  
The branches bending down,  
I seemed to hear an echo song  
That sang good-night.

Shortly after I went riding,  
A riding, a riding,  
While a handkerchief flew waving from  
A window casement high;  
But the breeze was fast increasing!  
And now blowing without ceasing,  
It swept away a gentle song  
Which sang good-by.

Then I went a riding,  
A riding, a riding,  
Riding right away from  
Pleasant Bryn Mawr town;  
Looking back, I saw her light  
Streaming from the casement height,  
And bending where the branches  
Brushed my helmet, drooping down,  
The whistling wind swept back my song,  
Good-night, good-night.

NINON NECKAR.

DUST, heat, and the watering-cart fiend make the 'cyclers lot a most unhappy one at this season.

"CYCLOS" is after the racing men again. We commend his remarks to their consideration.

REV. C. J. H. ROPES, of Bangor, Me., sailed Saturday in the "Catalonia" for the C. T. C. meet at Harrogate.

M. ROUSSET, president of the Veloce Club, Bordelais, forty-nine years of age, rode from Bordeaux to Agen and return, a distance of one hundred and eighty miles, in a little over twenty-three hours, the best record in France, and a fine performance when the gentleman's years are taken into consideration.

THE value of small wheels for long-distance bicycling and climbing or running down hill with safety and ease, is illustrated in the recent English record breaking, where J. H. Adams rode a Facile machine from Land's End to John-o'-Groat's in two days less than the best record; his time being six days twenty-three and three quarter hours. Mr. Adams found that the small wheel of his machine rode easier than the large wheel of an ordinary bicycle. His daily average was one hundred and thirty-two miles, and one hundred and ninety miles were covered in the last day's ride. The record is well-nigh incredible, but comes well attested.

A TWO-SPEED gear has just been perfected for the Columbia tricycle. It is operated by a handle easily accessible to the rider when mounted on the machine.

CONSIDERABLE doubt has been expressed concerning the alleged performance of Murphy of Waltham in climbing Corey Hill.

WHILE John S. Prince was riding to the park in Philadelphia, on Thursday last, carrying a cane in his hand, it caught in the spokes of his machine, and he was violently thrown to the ground, suffering a severe sprain of his wrist.

THE last 'Cyclist' contains a note from Henry Sturme, in which he says he expects to visit the September meet at Springfield, and wishes to organize a party to accompany him. He says: "Several small parties of Englishmen have visited the States as 'cyclists'—such as that of last year, but I think it cannot be said that anything like a representative party has crossed the Atlantic. I propose starting about the third week in August. My idea is that the party be composed of fairly representative men in all branches of English 'cycling, and not be by any means an exclusive racing team, though I hope it will include one or two riders well able to uphold the honor of this country on the path. Roughly speaking the trip will cost £60 to £100, and I propose visiting New York, Boston (the 'Hub'), Washington (the wheelman's paradise), and, as a matter of course, 'The Falls,' in addition to Springfield, spending about three weeks in the States. Already I can, I think, count on being accompanied by a prominent member of the executive council of the National 'Cyclists' Union and two of the fastest Midland men." The out-

come of this proposition from so prominent an Englishman will be watched with interest by all the wheelmen of this country.

THROUGH the courtesy of Messrs. Stoddard, Lovering & Co., we have been riding a Coventry Tandem tricycle the past week. The tandem form of tricycle is becoming very popular on account of the ease with which it can be stored and the narrow track and consequent ease of management on the road. The Coventry is the most popular of all the types of tandem tricycles, and as sociable riding is growing in favor there will be a good demand for this machine. We found it to be easy running and very speedy. A lady with whom we took a fifteen-mile spin, taking in all the hills and many bad roads, suffered no fatigue from the ride, and expressed much enjoyment of the trip. The machine is fitted with a strong brake, and either or both parties do the steering. It is built heavier than the single machine and runs very steadily. For a touring machine this seems to meet all the demands.

"WHO is the 'Owl'?" is no longer asked. He left his manuscript exposed while he went out—to see a procession.

"SPOKES" thus describes Karl Kron: "He stands about five feet four inches, wears full beard, dresses in a suit of white flannel, including hat, and is about forty years of age. He is certainly a queer-looking little man. His speech is slow and deliberate, rather inclined to the comical. He had turned his flannel pants inside out. I suppose, owing to being a little soiled through his ride from New York, and expecting to be recognized by the few who have the privilege of knowing Karl Kron, he turned his pants to keep up appearances."

THE New York park commissioners have excluded tricycles from Central Park. A member of the Ladies' Tricycle Club intimates that this action was instigated by Commissioner Viele, whose balky horse was recently frightened by a tri-wheeler, and the fair rider says that Mr. Viele's roadster is neither of Arabian nor Kentucky descent.

AT a meeting held at Des Moines, Ia., 31 May, of bicyclists from various parts of the State, a State division was formed with the following officers: Vice-consul, C. D. Howell, Winterset; secretary, O. S. Deman, Des Moines; treasurer, A. L. L. Eaton, Ottumwa; chief, W. L. How, Oskaloosa.

WHY are the spokes of a bicycle like the ladies? 1. Because they are attached to attire. 2. They cling to the fellows. 3. There are so many fine ones about the Hub.

THE performance of Adams on a Facile is certainly a wonderful one. Over 900 miles within seven days and 198 miles in his last twenty-four hours.

JUST before starting in a race at the Alexandra Palace, lately, a well-known



bicyclist was observed to carefully tear out the small label indicating the size of his cap. No unnecessary weight for him. This is a little worse than the Boston rider who leaves his toothpick at home to save weight when going on a ride, but not so bad as the New York man who parts his hair in the middle the better to preserve his balance.

IN the course of a recent lecture to the Society of Arts, England, Mr. C. V. Boys described a very simple apparatus by which any tricyclist can ascertain the gradient of a hill. The tricycle should be placed at right angles to the slope of the hill, so that it will not tend to move. On to the top of the wheel a level must then be clipped, and that part of the road meeting the line of sight must be marked. Then a string, made up of pieces of black and white alternately, each exactly as long as the wheel is high, being stretched from the top of the wheel to the point marked on the road, and the pieces being counted, will give the required gradient; thus, if there are ten pieces of string, the gradient will be one in ten, and so forth, for, by similar triangles, the diameter of the wheel is to the length of the string as the vertical rise is to the distance on the road.

No matter how good a wick you have in your lamp, it will soon go out and meet its match.

We have n't been informed as to the ability of Mr. Blaine to ride a bicycle yet. We shall know all about him before November.

THE 'Cyclist' for 28 May has a long description of the American Sanspareil, imported by Samuel T. Clark & Co., of Baltimore.

W. D. WILMOT is on his way east, having had a very successful trip. He will reach Boston about 15 June, and soon after will lead a fair lady to the altar.

JO. PENNELL was married last week by the mayor of Philadelphia. He will spend the honeymoon abroad.

At the warerooms of Messrs. Stoddard, Lovering & Co., there was seen last week two machines of magnificent proportions. One was a 60-inch Rudge Light Roadster, built to special order, full enamelled, and the other a 62-inch British Challenge of the same finish. The Rudge goes to New Haven, and the British to Cleveland. Along side of these was a beautiful 53-inch Rudge Racer, built especially for J. S. Prince, professional. It is a marvel of lightness and strength, fitted with three-fourths and seven-eighths tires, and weighs twenty-seven pounds. The firm have just taken in a lot of Travellers and Tandems.

ILIFFE & SON have a leather case which they recommend for carrying the Handy Hooks.

ENGLISH bicyclists and tricyclists are now proposing to have a 'cycling path of their own all the way from

London to Brighton. To carry out this programme a special act of Parliament would be required the same as for a railroad. It is proposed to have a track about forty-five miles long, starting a few miles out of London and running to Brighton. The proposed track will be eighteen feet wide, paved with asphalt, and of easy gradients. It is estimated to cost an average of £7,000 per mile, or £315,000 in all. The Brighton to London road is the favorite one for South Country 'cyclists, hundreds of wheelmen going and returning within the day during the season. It is estimated that a five-shilling fee would be very readily paid by three hundred 'cyclists per day during eight months of the year for excursion tickets from London to Brighton and back, besides hundreds of smaller fees for intermediate distances. £7,000 per mile is not much for a company to pay a dividend upon, especially when the passengers find their own rolling stock. A clean, well-laid asphalt way will require scarcely any maintenance when it is used only by rubber-tired vehicles. The expenses will be practically nothing, and the new company can hardly fail to pay if the idea be carried out. Coachmen on the Brighton road will not object to having the highway relieved of the presence of wheelmen. It will be an easy and pleasurable feat to run to Brighton and back between breakfast and dinner, even for the elderly and weakly of the 'cycling tribe, when ninety out of one hundred miles can be performed upon a clean, level asphalt road free from any heavy gradients.

MR. STALL made the circuit of the reservoir in 3.37 on a Pony Star this week.

IN the hill climbing contest, up Gallo's Hill, Salem, between E. M. Hunter and F. P. Ingalls, on Tuesday, the former won.

W. M. WOODSIDE, while riding on the Union track, Monday, took a very bad "header," which bruised him considerably. The races announced for Thursday were given up on account of a lack of entries.

As we go to press, we are in receipt of a dispatch, in which it is stated that the Pennsylvania Division L. A. W. will meet at Philadelphia on the 16th inst.

## RACING NEWS

SAN FRANCISCO, CAL. — Annual spring games of the Olympic Athletic Club, 30 May. One-mile race, final heat. F. R. Cook (1), 3m. 19½s.; W. H. Gibbons (2). Half-mile, F. R. Cook (1), 1m. 29½s.; H. Tenney (2). Five-mile handicap, H. C. Finkler, scratch, (1), 17m.

WOODSTOCK, ONT., 26 May. — One-mile race, three in five, C. F. Lavender, Toronto, won three heats in 3m. 36s., 3m. 38s., and 3m. 33s.; H. P. Davis, Toronto, two. Two miles, maiden, H. P. Davis, 7m. 35s.; M. F. Johnson, Toronto, two. Five miles, C. F. Lavender, 19m. 25s.; P. Doolittle, two. Fancy riding, P. Doolittle, one; W. Patterson, two. Slow race, fifty yards, J.

Moodie, one; C. Fitch, o. Club drill, teams of eight men, Brantford Bicycle Club, one; Woodstock Bicycle Club two. One-mile, club members who had not ridden previous to 1883, H. Clarke, 4m. One-mile, club members who never won a prize, H. Clarke, one. Tricycle race, boys, W. Thomas, one; W. McLay, two.

BELLEVILLE, ONT. — Races of the Ramblers' Wheel Club, 26 May: One-mile, best two in three heats, F. West won two straight heats; best time, 3m. 17½s. One-mile, club, men who have learned to ride this year, M. Cooper, 3m. 49½s. Slow race, M. Foster, one. Five miles, club, W. Greatrise, 18m. 46½s. One-mile ride and run, M. Foster, one. Fancy riding, M. Kelly, one. One-mile, club, W. Garrett, one; G. Davis, two. Boys' velocipede race, half-mile, M. Benson, one. Half-mile, best two in three heats, W. Greatrise, first and third heats; L. Macoun, second heat. Half-mile, men who do not ride on Sunday, W. Northwell, one. Consolation race, M. York, one.

LONDON, ONT. — Races of the Forest City Club, held 26 May: One-mile, best two in three heats, F. Westbrook, Brantford, won two straight heats in 3m. 41s. and 4m. 3½s.; W. Chisholm, two; M. Titchener, Binghampton, N. Y., three. Two miles, local, J. Lamb, Ariel Bicycle Club, 7m. 26s. One-mile, club, J. Wolfe, 3m. 53s.; W. Chisholm, two; R. J. Miller, three. Five miles, F. Westbrook, 20m. 18½s.; J. Lamb, two, by six inches. Three miles, F. Westbrook, 12m. 35s.; M. Titchener, two, by one foot. Two miles, for men who have never won a prize, G. Filley, 8m. 9½s.; Dr. Macklin, Strathroy, two. One-mile, boys, M. Cousins, 4m. 47s. One-mile, consolation, R. Burns, 4m. 6s. Club drill, Brantford Club, one.

MANSFIELD, OHIO. — Races held 28 May: One-mile, W. F. Knapp, Cleveland, 3m. 34s. Two miles, A. C. Bates, Cleveland, 7m. 24s. Half-mile, tricycle, C. E. Howland, Akron, 1m. 59s. One-mile, without hands, G. F. Eyster, Canton, 3m. 52s. One-mile, A. Dolph, New London, 3m. 11s. Half-mile, F. P. Root, Cleveland, 1m. 35s. Five miles, A. Dolph, 18m. 42s. One hundred yards, slow race, R. Van Veehten.

THERE will be a professional ten-mile handicap race at Hoyle & Acton's Pastime Park, Philadelphia, 14 June, for \$150, \$100 to first, \$30 to second, and \$20 to third.

Mlle. ARMAINDO says that she is tired of racing against men, and she has joined with Sewell to do trick riding at the circuses.

THE professional tricycle race between Howell and Lees, of which we gave an account last week, was declared no race by the referee, and a new race ordered. Howell refused to ride the second time, and Lees went over the course alone, making professional tricycle records from one to twenty miles, as follows: Quarter-mile, 54s.; half mile, 1m. 43s.; three-quarter mile, 2m. 33s.; one mile, 3m. 20s.; two miles, 6m. 35s.; three miles, 9m. 55s.; four miles, 13m. 19s.; five miles, 16m. 45s.; six miles, 20m. 08s.; seven miles, 23m. 32s.; eight miles, 26m. 51s.; nine miles, 30m. 15s.; ten miles, 33m. 39s.; eleven miles, 37m. 15s.; twelve miles, 40m. 23s.; thirteen miles, 43m. 41s.; fourteen miles, 47m. 58s.; fifteen miles, 50m. 29s.; sixteen miles, 53m. 48s.; seventeen miles, 57m. 12s.; eighteen miles, 1h. 33s.; nineteen miles, 1h. 3m. 59s.; twenty miles, 1h. 7m. 15s.

PHILADELPHIA, PA., 9 June. — The ten-mile race between J. S. Prince, on his bicycle, and Mr. H. M. Raven's trotting horse Scotland, for a purse of \$500, was largely attended. Prince wagered \$300 to \$200 on his success. Scotland is well known on the turf, having made a record of 2m. 22½s. as well as a fast two-mile record. Frank Rector drove the horse with admirable judgment. For three miles the horse just kept the length of a sulky ahead of Prince, but on the next half-mile Rector let him out a little, and at the end of the mile Scotland was twenty yards ahead. At the com-

pletion of the fifth mile Prince, by hard work, got within fifteen yards of Scotland, the latter having slowed down a few seconds to the mile. This was really Prince's last effort, as Rector was one hundred yards ahead at the end of the sixth mile, and, gradually increasing his lead, was exactly a quarter of a mile ahead when Prince stopped at nine and a half miles, as it was evident that nothing but an accident would prevent the horse winning. The time was 34m. 33s.

## WHEEL CLUB DOINGS

THE Rutland Bicycle Club will dedicate its new rink 4 July. They will hold a 25-mile road race the same day.

CHICAGO.—At a meeting held 29 May at the Lincoln Park Refectory, a new bicycle club was organized by North Side wheelmen. The following officers were elected: F. W. Gookin, president; D. P. Wilkinson, vice-president; H. F. Fuller, secretary; John Wilkinson, treasurer; J. O. Blake, chief consul Illinois, captain. In addition to these, Messrs. Perkins, Harvey, Rhueling, and Gregier were present. A name for the club will be selected at the next meeting, and the organization more fully established.

MR. LOUIS R. HARRISON has been elected captain of the Boston Bicycle Club, vice J. S. Dean, resigned. We are pleased to note that he is entering into the duties of his office with vim. The Boston Club will hold in a few weeks its second annual tricycle road race. The course this year will be from Bailey's, South Natick, to Boston, over a route to be announced later. All inquires should be addressed to the captain, 87 Boylston street. The club will go into camp at Sharon with the Providence Club some time in July. The second annual ball match between the actives and associates will shortly be played. Last year the actives were victorious, but it looks as if the associates would this year make a bid for the "pennant."

THE Manchester, N. H., Club had a well-attended run to Goffstown, 39 May, with a dinner at the Central House. The Weare Wheelmen participated. The first moonlight run for 1884 was to Lake Massabesic, Wednesday, 4 June.

GENOA, ILL.—The Kishwaukee Club was formed last month. Officers: Captain and president, E. H. Wilcox; secretary and treasurer, C. A. Brown. Cadet gray uniform.

THE Ramblers will start on their run to Portsmouth on Saturday. The party will leave the Ramblers' club rooms Saturday, 14 June, at 1 P. M., under command of Capt. Howard. The pace makers will be Messrs. Whitney and Peck. The excursionists will stop over night at Salem, ride to Portsmouth Sunday, Monday ride to Amesbury via "The Wentworth" at Newcastle, spend the night at Amesbury, and ride to Boston 17 June, taking dinner at Salem. The route is over some of the finest roads the State can boast of, and a thoroughly enjoyable trip is anticipated. The entire cost of the affair will be \$7.00. The party is limited to one hundred, and coupon tickets may be obtained from the committee, E. G. Whitney, 106 Dartmouth street, A. D. Peck, Jr., 9 Otis street, and C. S. Howard, 597 Washington street.

THE following is from the circular issued by the new Missouri association: "The dues are but \$1.00 per year. While we do not, like the L. A. W. or the C. T. C., furnish the members with a 'cycling paper from that sum, we have this advantage over the older organizations: Every cent of money, beyond the bare expenses of stationery and printing, is applied directly to the advancement of the interests of wheelmen. Let us look at the advantages of a firm organization. Suppose, for an instant, that the legislature of this State should endeavor, as did the Kentucky Solons, to pass a law prohibiting the use of bicycles on the highways, where would we be without an aggressive association to fight

and defeat their purpose? The same is equally true in regard to local action against the wheel. It will be our endeavor to be prepared to meet and defeat any such attempts, should any occur. We wish it understood, however, that it is not our purpose to take up individual cases of assault on the road, unless the matter involves a principle. It will also be our object to ascertain and furnish all information necessary to visiting wheelmen; to have a system of signs on the roads most used by wheelmen, in all parts of the State, and to secure, at reasonable rates, comfortable quarters at good hotels."

THE last meeting of the Newton Club took place on Tuesday evening at the store of Messrs. Stall & Burt. An attractive programme of novelties was arranged by Mr. Stall.

THE yearly election of officers of the Wilkesbarre (Penn.) Club, held on 2 June, resulted as follows: President, E. G. Mercur; captain, J. G. Carpenter; first lieutenant, B. F. Morgan; secretary, Shepherd Ayars; treasurer, B. H. Carpenter; bugler, J. S. Kulp; color-bearer, C. E. Bertles. After the usual routine of business, it was decided that the club hold its first annual races on 4 July.

## 'CYCLISTS' TOURING CLUB

### American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE first annual autumn tour of the American Division will be held in Boston on the first Monday in October, 1884, when the famous "wheel around the Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

THE eighth annual Harrogate Meet will be held on Monday, 4 August, 1884. The chief consul has arranged with four of the leading lines of steamships for the club reduction in rates, so that members (only) can obtain return tickets to Liverpool or London and back, good for twelve months, for from \$100 to \$150, according to location of stateroom. For choice of staterooms, early application is desirable.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): H. S. Barnes, Clarendon place, Orange Valley, N. J.; George Collister, 147 Ontario street, Cleveland, Ohio; A. E. Fauquier, Mount Vernon, West Chester County, N. Y.; E. P. Hunt, 425 Woodland avenue, Cleveland, Ohio; G. S. Hart, Rockford, Ill.; F. E. Hawkes, Greenfield, Franklin County, Mass.; M. M. Jones, 1500 Euclid avenue, Cleveland, Ohio; P. H. Reilly, 78 Vernon street, Springfield, Mass.; A. F. Snyder, Weissport, Pa.; W. H. Stout, 1 East Park, Rochester, N. Y.; T. C. Tipton, 502 Maple avenue, Washington D. C.; H. E. Wells, 99 Superior street, Cleveland, Ohio; E. J. Shurer, New York City, N. Y.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

## FIXTURES

Saturday, June 14:  
Annual run of the Boston Ramblers to Portsmouth, N. H., and return.

Tuesday, 17 June:  
Quaker City Bicycle Club, tournament, Philadelphia, Pa.

Wednesday, 18 June:  
Second day of Philadelphia meet.

Thursday, 19 June:  
Third day of Philadelphia meet.

Saturday, 21 June:  
Race meeting of K. C. W. (See advertisement.)  
Niagara to Boston tour. Leaves Chicago on evening train. Leaves Detroit next morning, arriving at Niagara Falls in afternoon. Tour leaves International Hotel, Niagara Falls, morning of 15 July. Wheelmen invited. Description of tour with map furnished, on

application to M. E. Graves, general agent, 207 Broadway, New York, or B. B. Ayers, manager, 185 Michigan avenue, Chicago.

Thursday, 26 June:  
Races at Binghamton, N. Y. (See advertisement.)

Tuesday, 1 July:  
Annual meet of the Canadian Wheelmen's Association, Toronto, Ont.

Thursday, 3 July:  
Annual race meeting of the Montreal Bicycle Club.

Sunday, 13 July:  
Start of the Detroit tourists.

Tuesday, 29 July:  
Kennebec tourists start from Trinity square, Boston, at 7.30 A. M. F. A. Elwell, manager.

'CYCLIST RECORD BOOK.—An ingeniously ruled pocket-book for keeping time, distance, roads, weather, etc., while on the road. Cloth, thirty cents; roan, fifty cents. C. D. Batchelder, Lancaster, N. H.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—A 56-inch Standard Columbia, new last August, direct spokes, 70-inch front wheel, balls, Expert pedals, dropped handle bars, vulcanite handles, all nickelled except wheels, which are nicely painted and gold striped, Boston automatic alarm; too small for owner; price, \$85. GEO. L. KNIGHTS, Amesbury, Mass.

**BICYCLE WANTED.**—51, 54, or 57 inch Star, or 54 or 56-inch crank, Star preferred; must be cheap. G. M. W. Box 1516, Fitchburg, Mass.

**FOR SALE.**—A 54-inch Harvard, nickelled all but rims, ball bearing; in good condition; want to sell cheap. HERMAN MORGENSTERN, Fedonia, N. Y.

**FOR SALE.**—A 54-inch Expert, enamelled, and nickelled; good order. Price, \$100. Address, W. D. CLOYES, Bicycle Agent, Cortland, N. Y.

**FOR SALE.**—An extra fine boy's bicycle, 40-inch, English, nearly as good as new; original price, \$65; will sell cheap. C. E. HAWLEY, 1353 Connecticut avenue, Washington, D. C.

Experienced riders who are using heavy roadsters and want something *much lighter* and just as strong in all essential points, and that will give the least possible trouble to take care of, are invited to correspond with E. N. BOWEN, FREDONIA, N. Y.

Old Saddles, the leather of which is stretched down to the iron frame, can be made good again, by adding my Adjusting Screw, at cost of 75 cents. Address E. N. BOWEN, FREDONIA, N. Y.

## SECOND ANNUAL RACE MEETING

— OF THE —

## BINGHAMTON BICYCLE CLUB

BINGHAMTON, N. Y.,

THURSDAY, JUNE 26, 1884, at 3 o'clock P. M.

A liberal amount has been expended for prizes, and valuable gold and silver medals of latest designs will be awarded as first and second prizes. Silver medals as second prizes in One Half and Ride and Run Races only. All others gold medals.

### ONE HALF MILE RACE.

Best two in three heats.

### ONE MILE RACE.

" " " " " "

### TWO MILE DASH.

### THREE MILE HANDICAP.

### FIVE MILE HANDICAP.

### ONE MILE CLUB CHAMPIONSHIP.

### ONE MILE RIDE AND RUN.

### CONSOLATION RACE.

Open to all Amateurs, except Club race.

Entrance fee for each event, 50 cts.

Entries close June 24, 1884, to

FRED LYON, Binghamton, N. Y.

## 2D ANNUAL RACE MEETING

— OF THE —

## Kings County Wheelmen,

Saturday Afternoon,

JUNE 21, 1884,

At the New Grounds of the

WILLIAMSBURGH ATHLETIC CLUB.

\$300 in Prizes.

Consisting of the following events:—

 $\frac{1}{2}$  mile dash to members K. C. W. that never won a prize. $\frac{1}{2}$  mile without hands, open to all amateurs.

1 mile, open to all amateurs.....Scratch

1 mile club championship, Brooklyn Club

1 " " " Height's Wh'm'n

2 miles, " " " .....Handicap

3 " " " " .....Handicap

25 " " " " .....Scratch

Entrance fee of One Dollar for three miles and twenty-five miles, and Fifty Cents for other events, may be sent to CHAS. SCHWALBACH, box 2683, New York City; closing June 14, 1884.

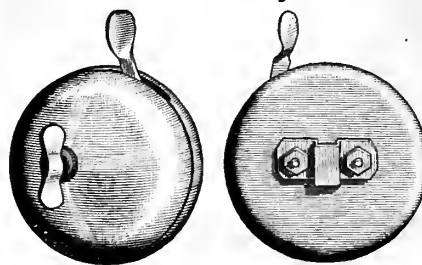
## RACING MEN, ATTENTION!

Send for Price List of Shop-worn Racing Machines; also a few good Second-hand Roadsters and Tricycles.

STODDARD, LOVERING &amp; CO.,

10 Milk Street, Boston.

## The Perfection Bicycle Alarm



FRONT

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Pronounced by all who see it the most compact and the neatest; and by those who have used it, the best on the market.

AUTOMATIC. INSTANTANEOUS.

\$2.50.

For Tricycles and The American Star

\$3.00.

THE SERRELL ALARM COMPANY,

4 East 60th Street,

NEW YORK.

## NOTICE TO WHEELMEN.

HARVEY & HARRISON, having enlarged their premises, are prepared to repair Bicycles and Tricycles at short notice. First-class work. Terms reasonable. P. S. — Painting and Nickel Plating a specialty.

48 and 50 WINCHESTER ST.,

Near Providence Depot.

BOSTON, MASS.

BICYCLERS SHOULD INSURE AGAINST ACCIDENTS!

In the

Mercantile Mutual Accident Association.

THE OLDEST AND BEST IN NEW ENGLAND.

\$25 Weekly indemnity, \$5,000 in case of death by accident. Cost not over \$10 a year. Send for Circulars to

EDW. P. BURNHAM, Agent.

Box 609.

Newton, Mass.

## THE STAR LAMP,

LUGGAGE CARRIER and TOOL BAG.

Send for Illustrated Catalogue. Mention this paper.

ZACHARIAS &amp; SMITH, Makers, Newark, N. J.

# GRAND BICYCLE TOURNAMENT AND EXPOSITION.

UNDER THE AUSPICES OF

THE QUAKER CITY BICYCLE CLUB,

TO BE HELD IN

Philadelphia, at Broad and Dickinson Streets,

JUNE 17, 18, and 19, A. D. 1884.

PHILADELPHIA, March 31st, 1884.

To Wheelmen:—

Under the auspices of the Quaker City Bicycle Club, of Philadelphia, a grand Wheelmen's Tournament and Exposition will be held in this city on the 17th, 18th and 19th days of June next. To make this meet and tournament one of the grandest events in the history of American 'cycling, and one at which wheelmen everywhere will wish to be present, the Club will spare neither pains nor expense. To attain its object the expenditure of a large amount of money is necessarily involved, and the grandest and most valuable prizes ever offered to wheelmen will be presented on this occasion. Within the large and commodious enclosure secured for the purpose, there has been constructed a magnificent half-mile track, which will be found second to none in its adaptation to the wants of wheelmen. The grounds and track will be brilliantly lighted with electric lights, and the introduction of night races will prove an interesting feature of the event. The races embrace thirty events, sanctioned by and under the rules of the L. A. W., and will engage the attention of wheelmen during the three days of the tournament. Prizes, aggregating in value the sum of \$5,000, consisting of handsome silver sets, gold watches, bicycles, medals, etc., will be awarded successful contestants. The beautiful prizes in silverware were especially designed and manufactured for the Quaker City Bicycle Club by Harrison Robbins & Son, of this city.

Reduced rates of railroad transportation and special hotel accommodations will be procured for visiting wheelmen and all others participating in the tournament. To all individual wheelman and 'cycling clubs a hearty invitation is extended to be present with us, and make this a memorable event in the history of American 'cycling. All letters of inquiry should be addressed to

C. E. UPDEGRAFF, Secretary,

Broad and Spring Garden Streets,

PHILADELPHIA.

**ROAD BOOK OF ESSEX COUNTY.**

JUST ISSUED.

**The Wheelman's Handbook of Essex County.**

Containing brief Sketches of all the Cities and Towns in the County, with a list of their Objects of Interest; a Directory of Hotels, Clubs, Consuls, and Executives, etc.; and **Road Directions** to every place in the County, forming a **Complete Route Book**. Also, the History of the League of Essex County Wheelmen.

PRICE, 20 CENTS,

By mail, postpaid.

GEORGE CHINN, MARBLEHEAD, MASS.,

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## WILEY'S Bicycle and Sporting Leggings.

A good pair of Canvas Leggings, lined, 16 inches high, with Black, Gilt or Nickel Buttons, sent postage paid for \$1.00. A pair from better Canvas, for \$1.50, fastened with Buttons, Buckles or Lace.

Sporting Leggings of Leather, Corduroy, Mole skin, Canvas, etc., made in all styles. Sold by Pope & Co., Peck & Snyder, and most first-class sporting houses in the country. Send measure when ordering. Send for one of our "RINK CAPS," for bicycle riding. Only 50 cents.

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P. O. BOX 1023.

**R. V. R. SCHUYLER,**

17 BARCLAY, NEW YORK,

AGENT FOR

The "American Club" and "Club" Bicycles,

The "Cheylesmore," "Imperial," and "Club Sociable" Tricycles,

Manufactured by Coventry Machinist Co.,

The "American Sanspareil" Roadster,

Manufactured by Wm. Andrews, Birmingham, England,

And The "American" Roadster.

A FULL LINE OF BICYCLE HELMETS, SHOES AND ENGLISH SUNDRIES.

**REPAIRS A SPECIALTY.**

CATALOGUES FURNISHED ON APPLICATION.

**THE AMERICAN STAR BICYCLE.****A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.**

The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

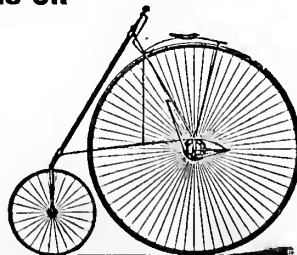
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

**H. B. SMITH MACHINE CO.,**

Smithville, Burlington Co., N. J.

**MISCELLANEOUS.**

**SPEEDWELL BROS.,** Champion **Three** acrobatic bicycle riders of the world. Engagements can be made with S. S. LEO, manager, 75 West 69th street, New York. Photos. twenty-five cents each.

**BICYCLES AND TRICYCLES.**—All the best makes. A full line of second-hand machines and sundries. **A. G. POWELL & CO.,** 1723 Chestnut street, Philadelphia.

**MISSOURI WHEEL COMPANY, St. Louis,** Mo. Richard Garvey, president; L. Lueders, secretary; exclusive agency of the standard and Expert Columbia Bicycles, Harvard, Vale, Cornell, Star, Rudge, Challenge, Facio, and all high-class imported bicycles; also for the Victor, National, Rudge, Premier, Salvo, Apollo, Coventry and Coventry Convertible Tricycles. Repairing, nickelling and japanning. 210 and 212 N. 12th street.

**LAMSON'S LUGGAGE CARRIER,** the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON,** Portland, Me.

**BICYCLE LEGGINGS.** Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. **JOHN WILKINSON,** manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

**ST. LOUIS WHEEL COMPANY, No. 1121,** Olive street, C. E. STONE, manager, sole agents for the celebrated Sanspareil bicycles, the Sanspareil, American, Light Roadster and Racer. Agents for all high-class machines. Repairing, nickelling and enamelling promptly done. Brazing, turning, forging, and all kinds of machine work at bottom figures. Dealers in second-hand bicycles. Send for printed list.

**THE PERFECTION CYCLOMETER** is guaranteed correct; fits any size wheel and can be tested on any kind of road. **H. S. LIVINGSTON,** Cincinnati, Ohio.

**H. B. HART,** No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

**LYRA BICYCLICA.—FORTY POETS ON** the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. **E. C. HODGES & CO**

**BEFORE YOU BUY A BICYCLE** Of any kind, send stamp to **GUMP BROS., Dayton, Ohio,** for large Illustrated Price List of New and Second-Hand Machines. Second-hand BICYCLES taken in exchange. **BICYCLES Repaired and Nickel Plated.**

**30 DAYS TRIAL****DR. DYES**

(BEFORE) (AFTER)  
**ELECTRO-VOLTAIC BELT and other ELECTRIC APPLIANCES** are sent on 30 Days' Trial TO MEN ONLY, YOUNG OR OLD, who are suffering from NERVOUS DEBILITY, LOST VITALITY, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE, resulting from ABUSES and OTHER CAUSES. Speedy relief and complete restoration to HEALTH, VIGOR and MANHOOD GUARANTEED. Send at once for Illustrated Pamphlet free. Address  
**VOLTAIC BELT CO., Marshall, Mich.**



# COMPRESSED TIRES.

GEO. M. HENDEE

Says:

"The mode of fastening the tires on the Victor Tricycle is alone enough to place it far beyond all other makes."

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## THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

**The Strongest,      The Most Rigid, and      The Handsomest Bicycle**

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

**STANDARD FINISH.**

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

**FULL NICKELLED.**

Every part on copper, except felloes, which are painted and striped as above . . . **\$137.50**

**DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO**

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Photo. of American Sanspareil and Sturmev's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

**SPECIAL IMPROVED**

## American Star Bicycles.

### STALL & BURT,

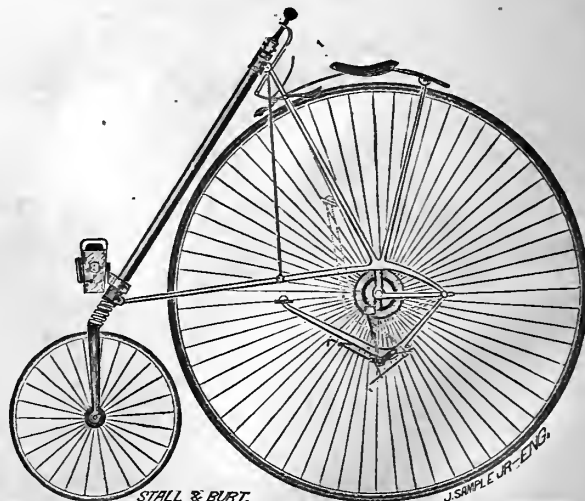
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**BALL BEARINGS ALL 'ROUND.**

Star Lamp and Attachment, Japanned, \$6.00; Nickelled, \$8.00.  
Star Alarm, \$3.00. Star Bag, \$2.00.

Cut this out and inclose with Stamps for 24-page Illustrated Catalogue.



# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

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5 cents a copy.

BOSTON, 20 JUNE, 1884.

Volume IX.  
Number 7.

WARWICK RIMS.  
RIGID \* \* LIGHT.  
OVERMAN WHEEL CO.,  
CHICOPEE, MASS.

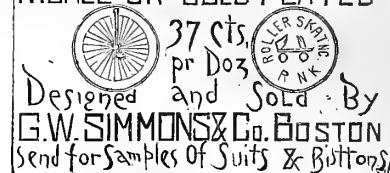
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Are Supplied by  
G. W. SIMMONS & CO., Boston, Mass.

BICYCLE & SKATING RINK  
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NICKLE OR GOLD PLATED



BICYCLE SUITS A SPECIALTY.

Send for Samples and Circular.

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## THE YALE BICYCLE FOR 1884.

We are now in a position to supply this machine in all sizes within one week of receipt of order. The **TRIPLE BALL BEARINGS** now applied by us to the front wheels of the **YALE** have already achieved success beyond our most sanguine expectations.

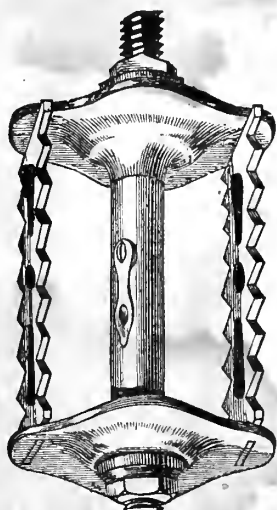
Among the expressions of commendation which we have received, a well-known rider coins a new word, and says: "No one can wholly understand what is meant by a free-running bearing until he mounts a stiff hill on '**A TRIPLE BALL BEARING'D YALE**.'"

The "**YALE**," "**HARVARD**," "**CORNELL**," and "**TANDEM**" Bicycles are described and illustrated in our Bicycle Catalogue, while in our Tricycle Catalogue will be found full descriptions of the "**AMERICAN SALVO**," "**AMERICAN METEOR**," and "**DUAL**" **SOCIABLES** and **SINGLES**, as well as two most interesting articles on Tricycling, from the pens of eminent writers. Either Catalogue sent, post free, for a two-cent stamp.

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ESTABLISHED 1877,

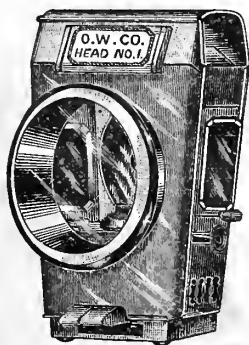
ODD FELLOWS' HALL - - - BOSTON, MASS.



Bown's Æolus Ball Pedals. O. W. Co.

## BOWN'S ÆOLUS BALL PEDALS.

STEEL FORGED, NICKEL PLATED,  
With Strong Taper Pin.  
WILL NOT BEND NOR BREAK.  
RUBBERS, — Corrugated, Round, or  
our Patent Square Rubbers.  
**WILL NOT SLIP.**  
Per Pair, \$10.00.



## O. W. CO. LAMPS. HEAD AND HUB.

Finished in Harrington's Enamel,  
—OR—

**NICKEL PLATED ON BRASS.**  
*Some Good Improvements*  
SEND FOR PRICE LIST.

MAKERS,

**Overman Wheel Company,**  
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# HOSE! HOSE!

WHOSE HOSE?

**HART'S  
ALL WOOL  
BICYCLE HOSE**



A SKEIN  
OF YARN  
FOR MENDING  
SUPPLIED  
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EACH PAIR

**H.B. HART.**  
No 811 ARCH ST.  
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PRICE,

*\$1.10 per Pair.*

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Garnet,

Green,

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Send Three Cents for Hart's Price

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Sole Retail Agents for Boston,

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CHICAGO, March 18, 1884.

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*Gents,* — We have both ridden the Duryea Saddles  
bought of you last summer in all our rides and races  
since, and we think so well of them that we shall ride no  
others in future. Please send us two new ones for our  
ride from New York to San Francisco.

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Road any Longer? Try it once and You will "Use  
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Tangent Spokes.  $\frac{3}{8}$  inch  
Warwick Hollow Rim. De-  
tachable Cranks and Handle-  
Bars. Bown's Æolus to both  
wheels. Full Enamel.

50 inch, \$127.50.

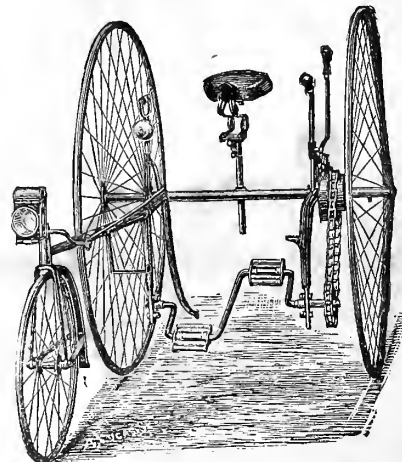
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## "OXFORD,"

\$97.50,

With Ball both wheels, Hol-  
low Forks and Backbone.

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Steering and large wheel running in same track, thus saving friction.  
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the point the step is to be placed.  
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and gives complete satis-  
faction.

IT IS EFFECTIVE;  
OUT OF THE WAY;  
NOT EASILY BROKEN;  
HIGHLY ORNAMEN-  
TAL.

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against the moving rubber  
tire, when the roll is rotated

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These alarms are finely finished and nickel-plated  
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Send for circular.

HILL & TOLMAN, Worcester, Mass.

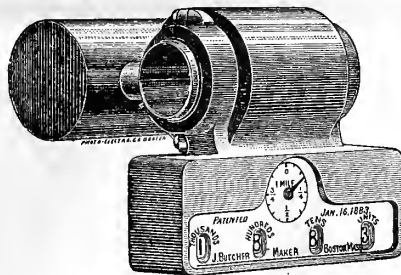
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IS

## ALWAYS RELIABLE,

AND

Can be Read from the Saddle.



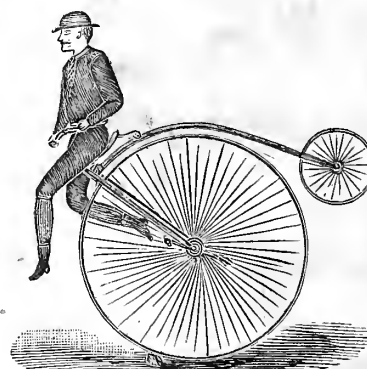
It registers to ten thousand miles and then returns  
to zero. It weighs less than twenty ounces. The  
weight which holds the dial always upward can be  
easily removed and a lamp substituted in its stead.

In ordering, mention size and make of wheel. Price,  
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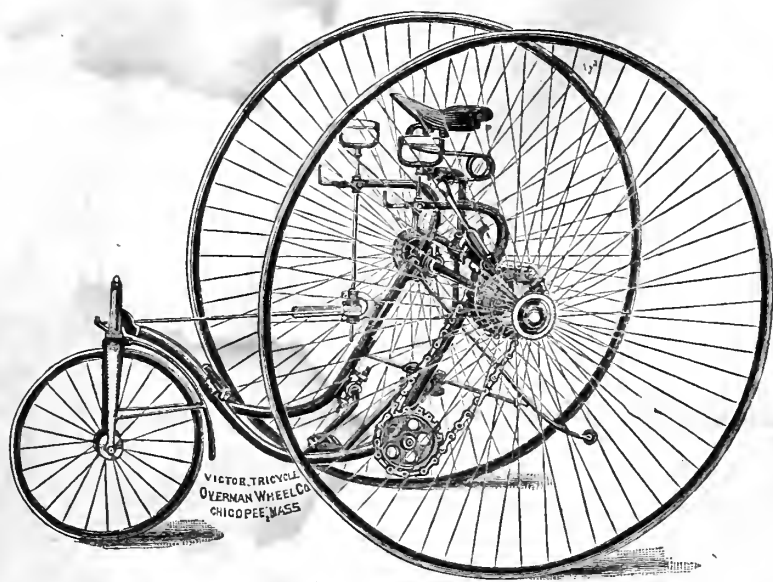
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We have recently developed a method  
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changing or marring them in the least.  
It can be attached by the rider himself  
in one minute, is fully guaranteed, and  
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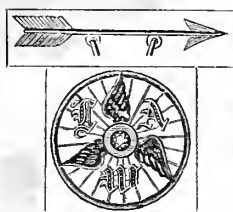
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J. WILCOX, Attorney and Agent.

to Mount.  
to Learn.  
to Guide.  
to Drive.

EASY

## LEAGUE OF AMERICAN WHEELMEN'S



L. A. W.

Pat. Sept.  
13, 1881.

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MADE AND SOLD BY

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Double Stitched Heels and Toes.  
Plain or Ribbed Style.

Worsted.....\$1.50 per pair,  
Wool.....1.00 " " } Postpaid.  
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Send size shoe worn. Special Rates to Clubs. Correspondence with the Trade solicited.

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106 State Street - - ROCKFORD, ILL.

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THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily and quickly* tightened. No rider who values **COMFORT** can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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8 Pemberton Square, Room 12,

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All communications should be sent in by Monday  
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BOSTON, 20 JUNE, 1884.

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### Publishers' Announcement.

THE price of the WORLD per single copy will be re-  
duced from seven cents to five cents on and after this  
date.

E. C. HODGES & Co.

BOSTON, 2 JUNE, 1884.

### UNIFORMS.

WE are sorry to notice the tendency  
of some clubs towards gaudy unservice-  
able uniforms. Gold lace and other use-  
less trumpery is very much out of place

on a 'cyclist's riding suit. It not only  
does no good except possibly to gratify  
the vanity of the wearer, but it does posi-  
tive harm. It tends to bring the sport  
into disfavor, and invite public ridicule.  
Even club badges are of no earthly  
value that we can appreciate. For seven  
years we have worn our club badge on  
our cap. Many times have we felt  
ashamed of the useless metal, but pride in  
our club and a disinclination to be at  
variance with our fellow members has  
led us to retain it as part of our riding  
costume. There are a few clubs, very  
few, we regret to say, which have given  
their members a uniform entirely suitable  
for the purpose of riding. Most of them  
have clothed their members in a manner  
well enough for parades, but for nothing  
else. For those who ride to look pretty  
and be laughed at by the public, gold  
trimmings, fancy badges, and all the  
truck and dicker of a military uniform, is  
fitting. For the sensible riding and  
practical wheelman all useless append-  
ages are as big a nuisance as nickel plate.  
We know that by these utterances we  
oppose the taste and desires of a large  
proportion of our readers, but we feel  
that our position is a sound one. We  
should like to see every rider sensibly,  
neatly, and comfortably clad, and trust  
the day is not far distant when we shall.

CONSIDERABLE discussion has been  
going on in wheel circles anent the action  
of the Harvard and Yale Clubs in ne-  
glecting to ask for the sanction of the  
L. A. W. for their races recently held. It  
was an oversight on the part of the two  
clubs, but neither ignorance of the law  
nor forgetfulness can be urged to excuse  
offenders. Those who have competed in  
unsanctioned races heretofore have either  
been expelled from the track or suspended  
for a time. We have always believed  
that the less "government" we have the  
better it will be. This sanction business  
is one of those useless bits of red tape  
that takes the time of the officers, leads  
to complications, and serves no good  
purpose. The Harvard and Yale Clubs,  
more than any others in the country, are  
particular about confining their sports to  
amateurs, and no one upon which there is  
a shadow of doubt can hope to get admis-  
sion to their contests. Either club could  
have had sanction for the asking. Any  
club can receive sanction. There is not  
a possible chance for the exercise of dis-

cretion in giving the "privilege." What  
good purpose is then served? We un-  
derstand that the racing board is prepar-  
ing a new set of rules, and we hope they  
will see the wisdom of doing away with  
this useless sanction business and substi-  
tute wiser methods to secure the adop-  
tion of their rules by race committees.  
The views of an outsider are given in  
the following extract from the Boston  
*Herald*:—

"It makes little difference whether the  
board of the L. A. W. officers approve  
of the late Harvard races or not. Their  
sanction is not regarded in amateur cir-  
cles as necessary to establish *bona fide*  
races conducted in the proper manner.  
The Harvard races were admirably con-  
ducted on a proper track, and the records  
made will stand. The sporting press of  
the country has once before declined to  
even notice the action of the L. A. W.  
regarding racing events."

We do not hold with the writer, for the  
members of the League are loyal, and  
while the rule is on the books, they will  
try to live up to it. The League is pow-  
erful enough to make things unpleasant,  
to say the least, for violators. There are  
many provisions in the racing rules that  
race committees find it impossible to com-  
ply with, and in a large number of cases  
where sanction was granted last year the  
rules were not lived up to, and it was not  
expected they would be. All that the  
League should do, outside of its own  
races, is to prepare a set of rules which  
they recommend to race committees, and  
League members should be warned  
against entering into any races not gov-  
erned by League rules. We can see no  
harm that can be done by allowing man-  
ufacturers to offer prizes for special races,  
limited to their own machines. The Facile  
races of England have done no harm to  
'cycling; we can see no harm in road  
races; we can see no harm in running a  
race on a track measured three feet from  
the pole, though no record can be claimed;  
and yet none of these things are possible  
under existing rules. We are in hopes  
to see a reform.

BRITISH JUSTICE. The law requiring  
bicyclists to carry lamps has not been  
enforced against tricyclists, as they were  
not mentioned in the Act. Now comes a  
judge who tries to be sharp and inflicts  
the penalty upon a lampless tricyclist,  
because a tricycle having three wheels  
must have two.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

## League Organ.

*Editor Bicycling World:*— Seeing that you thought, what you acknowledged to be a private communication, was worth quoting from, I have no hesitation in forwarding you the following for publication. I am just as well pleased that you acted as you did, for the few lines which you selected for public notice, most faithfully represented, I am led to believe, the ideas as to the future L. A. W. Gazette carried away from the business meeting by the majority of those present at it. And their being the words of the very framer and mover of the motion, for the resolutions were accepted as a motion, most pointedly evinces the sorrow—not anger—of himself and many other L. A. W. members that the evident spirit of the motion and also of the meeting was not strictly adhered to. Speaking for myself I will say that I did feel a little nettled that my motion passed, as I and numbers of others believed, should bear so little fruit, as common report immediately after the meeting led us to fear that it would, and I am sure my letter to our president must have startled him considerably by its warmth, just about the time he signed the contract with the *Amateur Athlete*. Then when I saw your reference to the matter, I, as you mentioned in this week's issue of the *WORLD*, indorsed your view of the business as identical with my own. Now I do not approve of duplicating last year's scenes of badinage and abuse *via* the columns of our 'cycling press, and I do not see that there is any likelihood that the new L. A. W. organ or its editor will or can indulge in anything of that description, and arguing from the past I do not believe the *BICYCLING WORLD* will. For myself this is the only communication which I shall make on the subject, and this I pen only as, being one of the most interested parties in that business, I wish to lead the way in acknowledging the truth of the axiom, that "There is no use crying over spilt milk." Now there is virtue in a little crying sometimes, and that little crying I hold we have done, and it is time to stop. For from annexed notes from the stenographer's report of the meeting it will appear to many who thought with me in this matter that if not actually broken, the jug which held the milk had a decided crack in it, through which we can most magnanimously, or perforce of necessity, let our respected officers slip. The aperture for their escape with the full honors of war, will be found in the latter portion—the putting of the motion—of subjoined abridgement of report of part of meeting:—

Mr. A. H. MacOwen.— I desire to submit a motion . . .

*Whereas*, in the past . . . that hereafter the L. A. W. publish its own organ or gazette for its own benefit and for no other purpose. . . . And be it resolved that a committee of five to consist of the president, vice-president, corresponding and recording secretaries, and treasurer of the L. A. W., be appointed with power to publish said organ as the interests of the League may demand.

Mr. Brinkman.— In seconding that motion I desire to say that we find that the organ can be made to pay for itself.

The above motion was then discussed very fully, and further on comes the following:—

Mr. Brinkman.— I move that the resolution as read be adopted, and that the whole matter be placed in the hands of the five gentlemen named in the resolution.

Mr. Shriver.— Does that resolution invest the committee with power to act in the matter of the establishment of an organ, if they see proper in their discretion.

The President.— One provision of the resolution is as follows: "With power to publish said organ as the interests of the L. A. W. may require. (Cries of question.)"

The President.— The question before the meeting is on the motion to refer the whole matter of the publication of a gazette as contemplated in the resolution to the board of officers. Are you ready for the question?

Question agreed to.

From the foregoing it may readily be seen by those not at the meeting, how those present would leave the meeting with the idea that an organ exclusively L. A. W. would be the only outcome of the affair. The upshot of the matter is, that the officers believing the whole matter rested in them, decided that the L. A. W. was too poor to run an organ, or rather to start an organ of its own, for in the beginning lies the expense. Now, friend *WORLD*, and fellow L. A. W. members, I have hoped to have had an organ of our own this year; I am disappointed; so are others, and taking it for granted that, having most to do with the business, I have a right to be most disappointed, and having solicited and received your support at the L. A. W. meeting, I now solicit, and I know that I will receive your support on coming to the following conclusion. That if the board of officers erred, or if the meeting itself erred in its method of passing the resolution, such error was in either case an error of judgment, and being an error which now cannot be corrected for twelve months, the sane and business like policy is to refrain from growling, and, while seeing that our present organ does its duty and no more, let us not lose sight of the fact that we want the League organ for the League alone, for if we have the exclusive ownership of it,

there will be some chance for a general *pride in it*.

ARTHUR H. MACOWEN.

Our correspondent may rest assured that we shall not keep up a continual growl. We have stated our position very clearly, and it remains for the future to show whether the officers have made a mistake or not. We shall close our columns to all discussion on the subject from this time.—ED.

## Rat Traps or Rubber.

*Editor Bicycling World:*— Will some of your readers who have tried both please inform me, through the columns of your valuable paper, which kind of pedals are the best and safest—rat trap or rubber. I have never used anything but pedals fitted with round rubbers, but am inclined to purchase a pair of rat traps if they are safe and as comfortable or better in every respect than those I have been using? I should also like to hear from any one who has used the new square rubbers? NOVICE.

## About the Facile.

*Editor Bicycling World:*— For many years I have used the ordinary bicycle, but being rather heavy, and residing where the roads are poor, I desire to obtain from some disinterested person an opinion of the Facile. Is it safe, capable of good speed, and comfortable? Is the workmanship and material first class? Any information on these points will be appreciated by HEAVY WEIGHT.

## In Old England.

*Editor Bicycling World:*— Thinking a letter from this paradise of 'cyclers might not prove uninteresting, I purpose giving you a short sketch of Birmingham; also of a run taken from that city.

Birmingham, as every one knows, is the iron metropolis of the world, for here is manufactured everything under the sun that is a product of that ore.

The city itself is not laid out to the best advantage, owing to the antiquity of some portions of it, remains of which are still to be seen; but the newer portions show a respect for modern taste that is evidenced by the fine stores to be found on its principal streets.

Its public buildings are a credit and ornament to the people and city, being eminently adapted to the requirements of the individual structures, the free library building being one of the finest buildings of its kind in the world; its circulating and reference libraries are very complete.

The Shakespearian library has a spacious alcove to itself, finished in English oak in a style becoming its antiquity. The old Shakespearian library, or nearly all of it, was burned some time ago. It was considered the most complete in the world; but generous donations of valuable books are rapidly coming in, which

augurs well for its completeness in the near future.

Being naturally of a bicyclic turn of mind, I was not long in coming in contact with some of the leading spirits of the Speedwell Bicycle Club; prominent among which I may mention Mr. Charles Palmer, of the Victoria Works, Aston; where the celebrated American Sanspareils are made, and who was a short time ago the fastest spurter in the world; and right here, you may expect to hear of him again this year.

Through his kindness, I visited the works, and saw machines in the various stages of construction; some being then ready for shipment to Messrs. Clark & Co., of Baltimore, Md. American riders can rest assured that when they become the happy possessors of one of those machines they have something that is not surpassed by anything in the world for lines of beauty, strength of material, or excellence of workmanship. I must now tell you of a delightful run taken by a party of us over a portion of the far-famed Coventry road, the Mecca of 'cyclers.

Mr. C. Palmer and I on bicycles, accompanied by two of Albion's fair daughters on Coventry Rotary tricycles, started from Birmingham for Solihull; part of the trip lay through a portion of the city devoted to the heaviest traffic connected with the railways, through which the ladies manipulated their trikes with a degree of skill that was surprising to me.

Soon getting out into the suburbs, and thence into the country, I could soon understand why England had so many wheel votaries. England at any time presents the appearance of one large garden, but on this occasion it appeared to possess special charms, the delightful weather, the quiet country after the noise of the city, the beautiful roads, the hawthorn hedges in their rich verdure, almost overshadowed by the prodigality of its fragrant white blossoms, making the air redolent with perfume. The grateful shade afforded by stately oaks and elms, as our way led through green lanes past some picturesque nook or over a quaint old bridge, the beauties of nature impressed us in a manner never experienced before.

Arriving at Solihull we pulled up in front of the Royal Oak Hotel, but little fatigued from our ride of eleven miles. We were not long in being made welcome by our genial host, and after arranging our toilet we were ushered into the dining room, where we were introduced to the hostess and her charming daughters, and immediately proceeded to discuss supper, which we all heartily enjoyed, the surroundings being conducive to that end. The spacious room, its appointments characteristic of the typical English hostelry, the cheerful company, and our own sense of the pleasure of the occasion, made an impression that will long remain.

After supper Mr. Heming, our host, and daughters, accompanied by our

party, took a walk through Malvern Park, a spacious enclosure of great antiquity. There we got a fair idea of the perfection to which English estates are brought. Although this one had changed owners a number of times, it still possessed ineffaceable evidences of taste that even time could scarcely obliterate.

The fine avenues of trees, the shrubbery, planted with a full regard of ultimate appearance, the fine cattle that here and there were grazing in the meadows, the fine stream that furnished trout for the fly of the angler, all contributed to make it a desirable place to live in. Our return trip commenced at 10 P. M.; having lighted our lamp we bid adieu to our friends. Our road home lay over a different route from that by which we came, but the riding was delightful, the air being balmy, the roads good, and I think our fair companions contributed no little to the pleasure of the occasion. And when we reached the smoky city we all were of the opinion that we would have enjoyed our trip even had it been as long again. Bidding good-night to my friends at 11.30, I wended my way to my hotel with pleasant reminiscences of my first bicycle ride in England. More anon.

INNOCENCE ABROAD.

#### Stevens's Ride across the Country.

CHEYENNE, WYO. — 'Cycling matters are just a little quiet here just now, although the boys may be seen whirling about for "constitutionals" over the city streets at almost any hour of the day. Uncertain weather and equally uncertain roads have prevented any long runs, although nothing is lacking but the opportunity to revive our old-time spins.

About the only event of general interest in our little 'cycling circle during the past week was the arrival in the city of Thomas Stevens, the bicycle tourist, who six weeks since left San Francisco on a transcontinental tour, to be followed this season by a trip from London to Constantinople.

Stevens is a young Englishman, a native of Great Berkhamsted, Hertfordshire, about twenty-six years of age, and for some time a resident of this country. He conceived the idea of this trip last fall, and went to San Francisco for the express purpose of there making a start. This was done in a quiet, unpretentious way, and seems bound to be followed by success. He is not a professional rider, and possesses little skill as an amateur further than plain straight ahead riding, and a great deal of it.

From San Francisco to Laramie City his journey has been characterized by a continual succession of difficulties and discouragements. Of the 1,500 miles thus traversed, fully half have been made on foot, because of impracticable roads. The start was made 22 April, — thus early because of the distance to be covered during the season, — and daily rains have characterized the trip thus far. In

mounting the west slope of the Sierras the rain fell in torrents, and the snow fell to great depth on the range at the same time, so that when Stevens made the crossing there were ten feet of snow on the levels, three feet of which fell in one storm. Of course riding was out of the question, and the passage was made by following the line of the Central Pacific Railroad, pushing his 50-inch Standard Columbia over the ties, through the snow sheds and tunnels, until the east slope was made.

Through Nevada, swollen streams, broken bridges, and impassable roads were everywhere encountered. The streams were forded, or the wheel floated on driftwood, and the roads walked. In places the roads led through miles of adobe clay, and the wheel had to be carried instead of carrying the owner, for every revolution over this sticky mud would pick up from twenty-five to fifty pounds of the clay, clog the wheels, and bring them to a stop.

One unacquainted with this vast Western country cannot comprehend the lonesomeness of such a journey, not to say anything about the difficulty. Stretches of hundreds of miles through an almost trackless waste, unsettled, and untravelled save by slowly rolling emigrant trains at great distances apart. All that renders such a trip possible over this section is the railroad, along which at intervals of fifty miles or so may be found section houses and water tanks, where the wheelman, if he keeps his way, and can prevail upon the man in charge to entertain him, may find shelter and food.

In conversation with Mr. Stevens, your correspondent was told in a quiet but meaningful way, that "the journey is one which a fellow don't want to attempt above once," and I wouldn't give ten cents to be the second man to make it. If there is anything in it at all it is in the glory, and a fellow earns all he gets of that. Stevens is keeping a daily journal of his travel and experience, and when he has completed his trip to Constantinople, an English publishing house will bring out the result of his investigations in a book. The tourist resumed his journey on the morning of the 3d inst.

F. H. C.

6 JUNE, 1884.

#### Bicycles as Personal Effects.

THE recent decision of Attorney-General Brewster has led to much discussion in wheel circles, and various opinions have been held regarding the purport and effect of it. The following communication, in reply to letters from us, may prove of interest: —

CUSTOM HOUSE, BOSTON, MASS.,  
COLLECTOR'S OFFICE, June 4, 1884.

PROPRIETORS OF BICYCLING WORLD,  
8 Pemberton square:

Gentlemen, — Yours of the 2d inst. is at hand. In reply I would say that bicycles have been classified for duty as *carriages*,



and as such, subject to duty; and have not been regarded as included in the category of personal effects when accompanied by the owner.

I have noticed, recently, in the newspapers, what purports to have been an opinion of the United States Attorney-General that they are to be regarded as personal effects when accompanied by the owner, and admitted free of duty in such cases.

However this may be, I have not been officially advised of such opinion; and in the absence of such instructions, I should feel compelled to act under the ruling of the department which made them dutiable.

If you should write to the Hon. Secretary of the Treasury, he would undoubtedly give you the desired information, should you consider it of sufficient importance to submit your inquiry to him.

Yours very respectfully,

R. WORTHINGTON, *Collector*.

TREASURY DEPARTMENT,  
OFFICE OF THE SECRETARY,  
WASHINGTON, D. C., June 10, 1884.  
MESSRS. E. C. HODGES & CO., Boston,  
Mass.:

*Gentlemen*,—Referring to your letter of the 6th instant, relative to the admission of bicycles free of duties, as effects of persons arriving in the United States, I transmit herewith a copy of this department's letter of the 9th of April last, addressed to the collector of customs at New York, deciding upon an application for the free admission of a bicycle imported as a part of the personal effects of a traveller arriving in the United States.

No further instructions in regard to the matter have been given.

The decision explains itself, and is understood to afford an answer to the inquiries in regard to the matter contained in your communication.

Very respectfully,

H. F. FRENCH, *Assistant Secretary*.

[The letter referred to was published by us 18 April, signed by Sec. C. J. Folger.]

#### Maryland Century.

ALTHOUGH several attempts have been made by Baltimore riders to do a century, their efforts have resulted in failure until 1 June, when the Lord Bros. (J. D. and J. W.), of the Maryland Bicycle Club, succeeded in doing the distance by riding from Baltimore to Washington and back, which, with twelve miles on the road, near home, made the coveted 100. They left the club-house at 2.10 A. M. and reached Washington at 9.45 A. M. Returning, left Washington at 11.30 A. M., arrived at club-house 8.35 P. M. Distance, eighty-eight miles. Then out to Reisterstown pike, a few miles, returning to club-house about 11 P. M. Total distance, 100½ miles. Actual riding time, 16h. 34m.

Many riders have made 100 miles, but

we doubt if it has ever been done over as bad roads. The road (if road it can be called) between Baltimore and Washington is the worst out of Baltimore, and we have few good ones. It is very hilly, and is a succession of sand holes, wash-outs, and stony hills, beside about two miles (each way) of rough cobble. We all feel proud of their pluck and endurance. Our worthy president is so elated that he has presented each with a neat badge, inscribed "Long-Distance Record for State of Maryland."

ORIOLE.

#### A Baggage Master Left.

RECENTLY four members of the Randolph (N. Y.) Bicycle Club went to Salamanca to give an exhibition in the skating rink. They took a train on the New York, Pennsylvania and Ohio Railroad, which carries wheels free, and which, by the way, is one of the most obliging railroads in the country. The baggage-master was cranky and insulting, loud-mouthed and profane, evidently wishing to frighten the boys into donating him a fee. The boys bore his insults very quietly, merely informing him he would hear from it and might change his tune; and he did; the next day the captain of the club wrote to the general passenger agent of the road, and received an immediate reply, stating that the offender had been discharged. He now manipulates the brake-wheel on a freight train.

#### CURRENTS CALAMO

MR. A. O. MCGARRETT, of the Springfield Club, had his bicycle stolen from Barnes' Block, 4 June. Wheelmen are asked to take note of the description, and to help the owner to recover his property. See advertisement.

PRESIDENT HAYES, of the Cambridge Club, has gone to Cuba on a two-months trip.

WILLIS FARRINGTON, of the Boston Club, returned from France last week, after a sojourn abroad of a year. He brings with him an Invincible tricycle of the latest pattern.

THE 100-mile road record for Australia has been beaten by Mr. F. W. Briggs, who recently covered that distance in 9h. 11m. The previous best performance for this distance was made by T. P. Jenkins, whose time was 9½h.

JAMES LENNOX and W. F. Sutton are to attempt to ride from Land's End to John O'Groats, on a Rucker tandem bicycle.

THE League of Essex County Wheelmen is to have an excursion as one of the features of its tenth meet, some time in July.

MR. C. S. HOWARD, repair clerk with the Pope Manufacturing Company, and bicycle editor of the *Globe*, will, it is reported, devote his whole time to journalism in the future.

THE Staten Island Wheelmen held their annual meeting on Monday evening last, 9 June, at St. Mark's Hotel, and elected the following officers under a revised constitution then adopted: Knight L. Clapp, captain; Walter Lambert, first lieutenant; W. Y. Wemple, second lieutenant; E. T. Nichols, Jr., secretary and treasurer; Dr. Frank S. Grant, surgeon; Percy C. Winter, color bearer, and W. A. Whitehouse, bugler. Mr. G. F. Shaver was elected to active membership.

A handsome silk pennant of the club colors, purple and cardinal, bearing on one side the name of the club and on the other a monogram of its initials and the motto "Ubique," all very artistically embroidered by the newly elected color bearer, was presented and received general appreciation.

THE *Wheelmen's Gazette* for June is out. It publishes a picture of Mr. W. V. Gilman, the late treasurer.

THE Springfield tournament will be held 16, 17, 18, and 19 September.

THE WORLD is now 5 cents at retail.

LENNOX and Sutton have given up their ride from Land's End to John O'Groats on the Rucker Tandem. Mr. Lennox will make the attempt alone on an ordinary.

ON Saturday, 31 May, M. Sinclair and D. H. Hine rode from Edinburgh to Coltbridge, thirty miles, in 1h. 48m. 40s., beating all records for a tricycle. Average per mile, 3m. 37s. The machine ridden was a Coventry Rotary Tandem. The roads were rough and stony.

MONS. ALBIN, the rider of the big bicycle, who travelled with a circus in America two years ago, and who sold his bicycle to Garvey, of St. Louis, and retired from the profession at that time, had another machine built a short time ago, and resumed his trick riding. His career was cut short by an unlucky fall while exhibiting in London, by which he broke a leg.

PERCY C. WINTER, of the Staten Island Wheelmen, consul C. T. C., is slowly recovering from his late dangerous illness.

THE June number of the C. T. C. Gazette shows an addition of nearly one hundred members to the American Division of the C. T. C.

A C. T. C. BOOM is now in order for New Hampshire. The new State consul, Mr. W. V. Gilman, is not the man to let grass grow in any field of labor of which he assumes the care.

OUTING, for July, contains a beautiful frontispiece, by B. B. G. Stone, "The Iron Duke"; "Summer Days in the Catskills," illustrated; the second part of "En Provence à Cheval Mecanique"; "Fishing in the Spring," illustrated; "A Canvas Canoe," illustrated; "Adown the

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## THE BRITISH CHALLENGE.

Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

**SPECIFICATIONS.**—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone  $1\frac{1}{2} \times 1$  inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with  $4\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims;  $\frac{1}{2}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Parallel Bearing Hancock Rubber Pedals.

PRICE; 50-inch, Enamelled and Nickelled, \$136.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

## THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 6-inch Straight Handle-Bar, Humber Head, 1-inch and  $\frac{1}{2}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts nickelled.

PRICE, 50-INCH, \$105.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

## THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **COREY HILL**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, 34 lbs. The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

**SPECIFICATIONS.**—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes enamelled, other parts NICKELLED. Price, 50-inch, \$140.

## THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

**PRINCIPAL FEATURE.**—The Patent Differential Double Driving Axle. This is the only perfect double driving gear known. For full description of this gearing see Catalogue.

**SPECIFICATIONS.**—Driving Wheels, 50-inch; Running Level;  $\frac{1}{2}$ -inch and  $\frac{3}{4}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs,  $6\frac{1}{2}$ -inch and  $3\frac{1}{2}$ -inch; *Æolus* Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft,  $5\frac{1}{2}$ -inch Throw; Ball Pedals; Band Brake; Adjustable Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

## THE APOLLO TRICYCLES.

Manufactured by SINGER & CO., Coventry.

## THE COVENTRY ROTARY, TANDEM AND CONVERTIBLE.

Manufactured by D. RUDGE & CO., Coventry.

ALL THE ABOVE MACHINES AND PARTS OF SAME CONSTANTLY ON HAND.

Good Agents Wanted.

Send for Catalogue.

# COLUMBIA BICYCLES AND TRICYCLES.

*THE POPE MFG. CO. would respectfully announce that after long and careful experiments with five different speed and power tricycle attachments in different forms, they have completed one which seems to them satisfactory, and have it ready in sufficient numbers to supply it on their new machines, and to any Columbia tricycle.*

## THE COLUMBIA POWER-GEAR

*Is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material, and with the finest workmanship, and so as to avoid all unnecessary added friction by its use.*

Price of Columbia Tricycle - - - - - \$160.00  
With Power-Gear - - - - - \$180.00

The COLUMBIA POWER-GEAR will be applied to any Columbia Tricycle, at our factory at Hartford, Conn., for \$25.00  
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*Exclusively Licensed by the POPE MANUFACTURING COMPANY  
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# THE IDEAL BICYCLE,

In Sizes from 38 to 30 inches, from \$35.00 to \$72.00.

The best medium-priced Bicycle in the market. Has patented meritorious features to be found in no other Bicycle. Our patented specialties include:—

THE GLOBE CASED SELF-ADJUSTING BEARING,  
IDEAL SPRING,  
ADJUSTABLE RUBBER STEP;  
IDEAL RUBBER HANDLES,  
NON-SLIPPING AND NON-SINKING TIRES,  
RIGIDLY CLAMPED CENTRE SCREWS.

Every IDEAL BICYCLE has the Head, Handle Bars, Brake, Spring, Cranks, and Pedals Nickel Plated. They are also furnished Half and Full Nickelled. We manufacture a larger line and greater number of Bells than any other firm in the United States. Supply the celebrated Loudon's Tire Cement to large consumers at close quotations. Manufacture Flags, Flag Stuffs, Saddles, Tool Bags, and other Sundries. Have a department for Repairs and Nickel Plating, for which we are unexcelled. Notice the New Address:

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MILES.	AMATEUR BICYCLE.		PROFESSIONAL BICYCLE.		AMATEUR TRICYCLE.		PROF. TRI.	MILES.
	English.	American.	English.	American.	England.	America.	England.	
1	40 3-5	42 2-5	41		49	63	54	1
2	1.19 4-5	1.22 3-4	1.20		1.32 1-5	1.57	1.43	2
3	2.11 3-5	2.11	1.59 4-5		2.18	2.53	2.33	3
4	2.41 3-5	2.50	2.40 4-5	2.59	3.05	3.31 3-4	3.20	4
5	5.36 3-5	6.2 2-5	5.36 3-5	6.11	6.27	7.5 1-4	6.35	5
6	8.41 1-5	9.17	8.47	9.6 3-4	9.45	11.21	9.55	6
7	11.34 4-5	12.30	11.49	12.14 3-5	13.03	15.10 1-5	13.19	7
8	14.39 2-5	15.26 3-4	14.28	15.14 3-5	16.19	18.35 1-2	16.45	8
9	17.37	18.58 3-5	17.45	18.36	19.35	.....	20.08	9
10	20.32	22.12	20.38	22.12 4-5	22.54	.....	23.32	10
11	23.31 1-5	25.15	23.32	25.3 2-5	26.09	.....	26.51	11
12	26.31 3-5	28.24	26.34	28.14	29.23	.....	30.15	12
13	29.30 2-5	31.32 1-2	29.22	31.6 3-5	32.33 3-5	.....	33.39	13
14	32.30	35.44	32.19	35.25 1-5	38.44	.....	37.1	14
15	35.30 4-5	38.55	35.17	38.52 2-5	42.36	.....	40.23	15
16	38.35 3-5	42.09	38.14	42.19 2-5	46.40	.....	43.41	16
17	41.36	45.34 3-5	41.16	45.49 3-5	50.37 1-2	.....	47.5	17
18	44.37 2-5	48.55	44.12	49.15	54.46 1-2	.....	50.29	18
19	47.37 1-5	52.11 3-5	47.10	52.43 1-5	58.48	.....	53.48	19
20	50.32 2-5	55.27 3-5	50.06	56.12	1.2 53	.....	57.12	20
21	53.27 4-5	58.54 3-5	52.56	59.45 1-5	1.7 6 1-2	.....	1.0 33	21
22	56.23 3-5	1.2 5 2-5	55.47	1.3 26	1.11.16	.....	1.3 59	22
23	59.20 1-5	1.5 46 1-5	58.34	1.6 30	1.15.24	.....	1.7 15	23
24	1.3 45 2-5	1.19.15 2-5	1.7 41 1-4	1.11.45 1-4	1.19.36	.....		24
25	1.6 51 3-5	1.12.51	1.11.4 1-4	1.14.35 1-4	1.23.42	.....		25
	1.10.9 3-5	1.16.25 3-5	1.14.23 1-4	1.18.36	1.28.3	.....		
	1.13.26 3-5	1.20.5 1-5	1.17.40	1.22.36 1-4	1.32.14	.....		
	1.16.41 3-5	1.23.10	1.20.15	1.26.7	1.36.3	.....		

Glade," illustrated; President Bates contributes "My Wife's Tricycle," and Chas. R. Dodge a poem. The usual departments are well filled and interesting.

## L. A. W. Committees.

PRESIDENT BECKWITH has appointed the following committee:—

RACING BOARD OF THE L. A. W.—George D. Gideon, chairman, Philadelphia, Pa.; Abbot Bassett, 8 Pemberton square, Boston, Mass.; Frank A. Egan, 2 East 60th street, New York; Dr. N. P. Tyler, New Haven, Conn.; Ewing L. Miller, Philadelphia, Pa.; Fred. T. Sholes, Cleveland, Ohio.

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RIGHTS AND PRIVILEGES.—A. S. Parsons, chairman, Cambridgeport, Mass.; M. D. Currier, Lawrence, Mass.; W. H. Miller, Columbus, Ohio.

TRANSPORTATION.—Burley B. Ayers, Chicago, Ill.

## The Ramblers' Run.

ON Saturday the Boston Ramblers' Bicycle Club, with their invited guests, started from Hotel Berwick, Columbus avenue, on their tour to Portsmouth, N. H.

At about 1.30 o'clock the line was formed on Holyoke street, the right resting on Columbus avenue, under the direction of the club officers. The Ramblers acted as escort, while behind them were the guests, among whom were included

representatives from nearly every 'cycling club in the city and suburban towns, to the number of ninety.

Messrs. E. G. Whitney and A. D. Peck led the line, with Capt. C. S. Howard in general command. Before making the final start, the wheelmen rode once up and down the avenue, presenting a novel and attractive appearance, greatly enjoyed by the crowds of friends gathered to see them off.

The published programme was carried out. Salem was reached Saturday night, and the wheelmen put up at the Essex House over night. On Sunday morning a start was made for Portsmouth.

They started from Salem with sixty-two men in line, but before Rowley was reached that number had been swelled to ninety-three. Capt. Wood, Beverly Club, led the party at Rowley, after which the 'cyclists continued under the guidance of C. A. Hazlett, of Portsmouth. Among the pleasant incidents of the tour was the acceptance of a generous invitation to partake of creamy milk at the old Poor homestead in Newbury, erected about 1640. Dinner was taken at Newburyport, from whence the start for Portsmouth was made at three o'clock. The first few miles were passed smoothly, but later the 'cyclists began to feel the effects of their long ride, and in consequence numerous headers were indulged in, some of which caused serious damage to the bicycles, but fortunately no personal injury was received. These accidents necessitated numerous and prolonged stops. Probably the most enjoyable happening of the afternoon was at Rocky Hill, where the wheelmen visited the famous old meeting-house, and were greatly entertained by some excellent vocal music which the choir rendered for their benefit.

Until three o'clock Monday the 'cyclists were at Portsmouth, where, under

the guidance of the Rockingham Bicycle Club, they visited many of the historic places for which that old city is so justly famous. A visit was also made to the residence of Hon. Frank Jones, where the wheelmen were entertained in a hospitable manner, and each presented with a bouquet by the ladies of the house. The run from Portsmouth to Amesbury was without incident, excepting that once the wrong road was taken by a portion of the party, which led the riders through several miles of deep sand, causing a delay of over an hour. The route taken by the others was to Rye, by the beach and Little Boar's Head, to Hampton, thence through Hampton Falls and Seabrook to Amesbury, which was reached at eight o'clock.

A number of dog carts, together with many other carriages, met the 'cyclists several miles from town and escorted them in with bugles blowing and calliopes screeching. In the van of the procession was a dog cart driven by Mr. Frank Stinson, bearing a monster sign with the inscription "Amesbury's Guests." Behind were the other carriages, followed by the wheelmen, who rode in single file through the streets of the city.

Tuesday morning at 8.30 o'clock the wheelmen started for Boston, riding through Newburyport, Newbury, Rowley, Ipswich, and Beverly to Salem, reaching there at 1.30 P. M. The weather was so exceedingly hot that between Amesbury and Salem stops had to be made every few miles to allow the many laggards to catch up with the main party. At frequent points on the route the 'cyclists were invited to stop and partake of milk and other refreshments, and at Rowley two hogsheads of lemonade was prepared for them. Salem was really the finishing point of the tour, as here all but thirty-five of the party separated and returned to their different homes.



What remained of the tourists returned to Boston in as lively a manner as possible, covering the distance between Salem and Malden without a stop in one hour twenty minutes. The rest of the run to Boston was done at an equally speedy gait, the party reaching the Ramblers' headquarters at 6.40 P. M.

### THE TRADE

THE new Humber tricycle is said to be a "screamer." It certainly is radically different from the one which has made that name so popular. The Humber proper, with its sensitive, quick steering, proved, on occasions, in the hands of careless riders, unsafe. The new Humber, instead of steering with the driving wheels and having a small trailing wheel, is now steered by a small wheel in front, on the Star principle. The only one yet built has proved very fast, and, of necessity, safe. With the splendid workmanship for which the Nottingham firm is noted, we expect to see the machine prove a success.

WITH all that our English cousins have to be thankful for, they are put to much trouble with loose tires. This is true especially on the steering wheels of tricycles. We have never heard of any complaints of this sort where the compressed tires of the Overman Wheel Company were used. We should suppose the method would prove profitable if introduced in England.

THE Serrell Alarm Company has transferred its business to Mr. George R. Bidwell, who will in future manufacture the Serrell Alarm, in addition to his regular business as bicycle dealer and repairer, at 4 East 60th street, New York.

THE John Wilkinson Company, of Chicago have issued a new catalogue.

### NOVICES' COLUMN

IN seeking for a heading that should express our meaning and convey to our readers an idea of the contents of this department, we found nothing better than the one above, for which we are indebted to our esteemed contemporary, the *Tri-cyclist*. Though we use the word novice's, we do not intend to limit ourselves entirely to giving instructions in the rudiments of cycling. We intend rather to make it a department wherein shall be imparted, by those best qualified to give it, such information as relates to the choice care and management of the bicycle and tricycle. Neither is this all, for we shall, from time to time, discuss and offer suggestions as to clothing, accidents, etc., etc. We have before touched on these matters in the *WORLD*, but new riders are constantly entering the field, and old ones are always ready to learn how to ride and dress better. In our various departments we cover pretty well the entire field open to us. Under "Man-

ufacture," we describe in detail all the various leading makes of machine. Under "The Trade," we record the doings of our dealers, and in other parts of our paper we furnish our readers all that goes on in the wheel world.

For our first article under the above heading, we take form and position. So many riders, new as well as old, fail to sit on their machines in the best position, that a few hints on this subject seem not out of place. Our friend "Cyclos," in our last issue, criticises the position assumed by many of our riders in leaning forward when riding the bicycle. He seems to think it is the result of riding too large a wheel or in imitation of our racing men. We cannot quite agree with him. We believe that it is rather the natural desire to use one's weight to the best advantage, and get over one's work. On very rough roads or up steep hills, most riders assume an upright position that the arms may be straightened and their full pulling powers be used as an adjunct to one's legs. Round shoulders are not caused by leaning forward from the waist, which, if the arms are held right, throws back the shoulders and expands the chest. We once heard a good deal about what was termed a "bicycle back," but of late this term has been but little used. The reason is that our machines are better adapted to the suitable position of arms, shoulders and back.

If the handle bar on the bicycle, or the handles on the tricycle are too low, it causes the shoulders to be drawn forward and droop, in the manner complained of. If the handles are too high, as they were on most of the earlier makes the result is just as bad, causing the back itself to be curved, which gave rise to the term "bicycle back." A saddle sloping down behind, and thus lowering the hips, has much the same result. Any one who has noticed how straight coachmen sit on the box, can find the reason in the sloping seat which does away with any desire to curve the back. If the saddle tips too much of course it is exceeding disagreeable for road riding, as it causes the rider to slip forward, to prevent which he must bring an uncomfortable strain on the arms. We find that the best position for the saddle on the bicycle is about two and one half or three inches from the head. On a tricycle the point of the saddle should be nearly over the centre of the pedals. For green riders on the bicycle proper, we should recommend that the saddle be placed a little further back during their novitiate, as it increases the safety of the machine. If the saddle is properly placed, and fits the rider, one step will be taken towards the best position. The exact height of the handle bar depends so much on individuals that it is impossible for us to lay down any rules. A rather low bar which can be easily grasped when sitting upright with an arm nearly straight will be found best for all round work. Tricycle handles should be nearly the same, though as all of them can be adjusted, a few experiments will give a

better result than any rule that can be laid down. If the saddle is too low behind, a small wedge of wood will give the desired cant. In our opinion, the greatest objection to leaning forward after the habit of racing men, is that it increases the chances of headers. We lay down two rudimentary rules absolutely essential to correct position of the upper part of the body; a comfortable saddle, and a machine that "fits" the rider; a saddle in proper position as regards cant and distance from head. Our novice should endeavor to sit on his machine in as natural and comfortable position as possible. If your thighs are easily tired, you are probably riding too small a machine. If the calves, on the contrary, are quickly affected by the work put upon them, the machine is very likely too large.

Having thus given our readers some of the causes of bad form in riding, the remedies will suggest themselves; as to the position of the legs and feet, and the proper method of pedalling, we shall have something to say next week.

### RACING NEWS

THE second annual meet and tournament of the Michigan division will be held 26 June at Marshall. The business meeting will be held from 10.30 to 12, and in the afternoon the following races will be run: One-mile dash, for the 1884 championship of Michigan, prize, a suitable gold medal. One-half mile, best two in three, open to all amateurs, three medals, to respective winners. One-half mile dash, open only to those who have never won a first prize, two medals to respective winners. Five-mile dash, for the 1884 championship of Michigan, prize, a suitable gold medal. One-half mile without hands, one prize. One-mile dash, open to all amateurs, three medals to the respective winners. One-half mile, for the 1884 championship of Michigan, prize, a suitable medal. Eighty yards slow race, one prize. Single fancy riding, one prize. Double fancy riding, two medals to the winning team.

NEW YORK, 7 June.—Races of N. Y. A. C. Three-mile bicycle race (handicap), T. G. Condon, Heights Wheelmen, fifty yards, (1); P. M. Harris, Ixion Bicycle Club (scratch), (2); time, 11m. 3 3-5s. One-mile tricycle race, Geo. N. O. Huss, N. Y. A. C., (1); time, 4m. 48s.; F. G. Dubois, N. Y. A. C., (2).

ALL that is wanted to make the race meeting of the K. C. W. a success in every way is fair weather. The entries have closed, and they are all that could be desired, assuring interesting and close contests. Local enthusiasm is on the increase and a large attendance is certain. Great interest is manifested by Brooklyn wheelmen on the three club championships as it is expected that these will bring out some unknown flyers. The out-of-town entries in the other events add materially to the interest, and it is asserted, one event especially, will settle conclusively the decision of the judges of the "Citizens'" race meet, over which we learn one of Brooklyn's flyers feels sore. The committee have about completed their arrangements which assure a pleasant time to all attending, and are to be congratulated on having the material in the shape of an excellent track with complete surroundings, which that of last year's did not have, on which to hold their coming races of 21 June, commencing at 3.45 P. M., sharp.

THE first prize for the five-mile race at the Springfield Bicycle Club's September tournament was exhibited in L. S. Stowe & Co.'s window in Springfield last week. It was shown at the Philadelphia tournament, and now it will go "on the road" and be shown in most of the large cities in the eastern and middle

States, to heighten the interest of wheelmen in the tournament and incite their ambition to a higher pitch. The prize is a cup of magnificent size and workmanship, twenty-seven inches high, of burnished and dull silver, with raised ornamentation in gold. On the cover, a single wheel with the spreading wings emblematic of the Mercury-like aspirations of the knee-breeched athletes, is the crowning point of the cup, the wings being of oxidized silver. Below on the upper swell of the cup is an inscribed shield, wanting only the name of the winner, and on either side, resting on what is, architecturally, the pedestal, stands a silver wheelman in full uniform beside his machine, oxidization being employed to make the figures effective. Above the bicyclers' heads hang laurel wreaths, and several bands about the cup of gold and silver-raised work represent birds, flowers, and vines, more or less emblematic, and of artistic design. At the base is engraved the League badge. The cup is made by the Meriden Britannia Company and will cost about \$500.

THE S. B. C. are having plans and estimates drawn for building a half-mile cinder path, twenty feet wide all over, except the home stretch, which will be eighty feet wide.

PERCY BETTISON, who holds the twenty-four hour long-distance of Kentucky, on last Saturday night left for breaking records, and succeeded in reaching 140½ miles, 20½ miles further than standing record. He left home Saturday night, the 7th inst., at 8.05 o'clock, arriving at Lebanon at 5.40 Sunday morning, just 70 miles from Louisville. Left Lebanon at six o'clock, returning toward home, and stopping at Springfield for breakfast. After breakfast, he continued his journey, and got caught in the rain twenty miles from Louisville, but riding through rain and mud, he reached home Sunday evening at 5.50, covered with mud and wringing wet. The following is the riding time: Total time, 21h. 45m.; stoppage, 2h. 35m.; riding time, 19h. 10m.; distance, 140½ miles. — *Argus*, 15 June.

BINGHAMTON, N. Y., 12 June. — One half mile race for three medals, put up by Park Association, best three in five heats. First, Fred. Hines (1), A. M. Durkee (2) Gerry Jones (3). Time, 1m. 42s. Second, Fred. Hinds (1); Gerry Jones (2), Walker Sherwood (3). Time, 1m. 43½. Third. Hinds (1), Jones (2), Sherwood (3). Time, 1m. 44s. Fourth between Sherwood and Durkee, Sherwood first. First prize, Hinds; second Jones; third, Sherwood.

STERLING JUNCTION, MASS., 17 June. — Sports at Lake Waushacum. The bicycle race was a one-mile one, best two in three heats, and was for a \$30 and \$25 gold medal. The entries were G. W. Mathewson and Eliot Norton, of Cambridge, both members of the Harvard Bicycle Club, and John E. Brown, of Worcester. The first prize was won by Norton and the second by Mathewson. The time of the first heat was 3m. 50s.; the second, 4m. 5s., and the third, 4m. 8¼s. This race was not sanctioned by the L. A. W.

F. DE CIVRY, champion of France, on 8 May, was racing in the grand international bicycle race, and after going a few laps a woman crossed in front of his machine and brought him off with a terrific crash; he pluckily mounted again, by the assistance of some friends, and then finished third. Afterwards he was attended to by Dr. Babilée, and it was found that he had broken his left arm above the elbow, besides being badly cut about the arms and legs. This was very unfortunate for de Civry, who was riding in fine form and was in the pink of condition and likely to have had another succession of winning mounts.

THE contest for the championship of fancy and trick bicycle riding, between D. J. Canary, of Boston, and Warren Wood, of Chicago, was won by Canary.

W. G. Ross, the amateur champion of Canada, mounted his new machine for the first time 2 June, and in a spurt slipped a pedal and fell, spraining both wrists,

injuring a knee, and cutting himself badly. He was obliged to stay indoors several days.

THE directors of the Springfield Bicycle Club met Thursday night and appointed the following committees and officers for the coming tournament: Reception committee, Charles T. Higginbotham, P. Harvard Reilly, H. C. Norton, and W. I. Lyman; press committee, A. R. H. Foss, G. H. Foss, and J. H. Foulds, Jr.; committee on railroads and transportation, W. N. Winans, H. J. Winans, F. I. Moody, C. W. Parks, and E. T. Leonard; committee on music, A. O. McGarrett, Charles Clark, and C. J. Wetzel; committee on tickets, C. A. Fisk, H. N. Bowman, Eugene Smith, and Charles R. Harodan; committee on police, W. H. Jordan, L. E. Zuchtman, and Lyman Flynt; referee, Henry Sturme, of Coventry, England; starter, C. E. Whipple; timer, O. M. Whipple; scorers, George S. Miller, E. M. Wilkins, and J. H. Fennessey, Jr.; clerks of the course, Frank W. Westervelt, D. E. Miller, and F. E. Ripley. The judges are to be appointed at a further meeting.

THE Boston, Lynn, Lawrence, and other city fathers have appropriated money for Fourth of July bicycle races.

NEW YORK. — American Athletic Club games, 14 June: Two-mile race, J. W. Powers (1), 6m. 55 3-5s.

PRINCETON, N. J. — College games, 14 June: Two-mile race, Stearns, '87 (1), 7m. 55 1-5s.

## WHEEL CLUB DOINGS

### Massachusetts Club.

THE Massachusetts Bicycle Club, to the number of about forty, took a run to Nahant, on the 17th. At Lynn they met their guests, the Hawthorne Bicycle Club, of Salem, and escorted them to the Bass Point House, Nahant, to dinner. About sixty plates were laid. After a stay of three hours the clubs crossed wheels for home, separating at Lynn with hearty cheers. The only accident on the trip was caused by a boy who deliberately threw a large stick in the spokes of Mr. Parsons's wheel, throwing him violently. A few slight bruises, fortunately, were the only result. The club are turning out heavily on their runs this year. At least one run is called each week, and it is rarely that less than twenty or twenty-five men are present. The breakfast and supper runs seem to be the favorites. Messrs. Henry W. Williams and Frank W. Freeborn, of the club, have taken some very enjoyable excursions a-wheel this summer, including one to Foxborough, one to Mt. Wachusett, etc. The latter is well worthy the attention of touring wheelmen, as it is over a route packed with enchanting views and mountainous scenery.

ON Friday, the Harvard Bicycle Club ran to supper at Woodlawn Park. On the return, the last smoker of the year was held. About twenty-five active members were present. The only business transacted was the election of officers for the coming college year of 1884-85. The old board retiring, the following were chosen: President, F. Winthrop White, '85; captain, C. L. Harrison, '86; sub captain, A. G. Mason, '86; secretary and treasurer, W. C. Appleton, '87.

AT the annual meeting of the Citizens' Bicycle Club, held 10 June, 1884, the entire board of officers was re-elected, with the exception of a change in one of the color bearers and buglers. The annual reports of the officers showed the club to be in a most satisfactory and flourishing condition financially, numerically, and socially.

THE Chicago tourists on their visit to Boston next month will be entertained on the first day of their visit by the Boston Ramblers, and on the second day by the Massachusetts Bicycle Club.

THE Charlestown Bicycle Club made extensive preparations for entertaining out-of-town wheelmen on 17 June. On the evening previous the club-house was

brilliantly illuminated, and over the front door was placed a full-sized, nickel-plated bicycle, to every spoke of which was attached a number of tiny Japanese lanterns. Throughout the evening a reception was held at the rooms. The next morning, wheelmen arriving early, found ample refreshments at the club rooms. All out-of-town wheelmen were cordially invited to make their headquarters at the Charlestown club's house, and received hospitable entertainment. Many availed themselves of the invitation.

THE Springfield Bicycle Club has issued a notice exhorting all wheelmen to ride carefully in the city streets and not to coast on State street.

THE Boston Club is not making much of a splurge, but under its new captain is showing up exceedingly well on the road. On Sunday a good number of its members rode to Downer Landing, where dinner was partaken of with the associates who went down by boat. The return to the city in the afternoon was made by steamer.

THE Harvard Bicycle Club intends to hold some races in the fall. A ten-mile race, to which only the fastest riders will be invited, is talked of.

## 'CYCLISTS' TOURING CLUB

### American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE first annual autumn tour of the American Division will be held in Boston on the first Monday in October, 1884, when the famous "wheel around the Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

THE eighth annual Harrogate Meet will be held on Monday, 4 August, 1884. The chief consul has arranged with four of the leading lines of steamships for the club reduction in rates, so that members (only) can obtain return tickets to Liverpool or London and back, good for twelve months, for from \$100 to \$150, according to location of stateroom. For choice of staterooms, early application is desirable.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): J. R. Bridge, 39 College House, Cambridge, Mass.; P. T. Bartlett, 105 Summer street, Boston, Mass.; G. A. Dusenbury, 828 Seventh avenue, New York City; Frank M. Gates, 206 Merrimac street, Newburyport, Mass.; C. E. Hanaman, 339 River street, Troy, N. Y.; L. L. Peddinghaus, 586 Henry street, Brooklyn, N. Y.; George W. Richardson, Newburyport, Mass.; L. . . Thurber, 183 Main street, Nashua, N. H.; C. White, Winchendon, Mass.

CORRECTION. — E. J. Shriver, 234 Pearl street, N. Y. City.

APPOINTMENTS. — State consul for New Hampshire, W. V. Gilman, of Nashua, N. H. State consul for New York, Dr. A. G. Coleman, of Canandaigua. Consul for Canandaigua, Dr. C. T. Mitchell. Hotel for Canandaigua, N. Y., the Canandaigua House.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B. — Consuls wanted in every city and town in Canada.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

J. S. G. — For a man of your weight on fair roads we should think the machine referred to would suit well. You certainly would find it better for you than the one you have been riding. There is a little more vibration on a light wheel, but it is owing largely to its rigidity, and in many instances, by the smallness of the tire used. The machine you refer to is fitted with 1½-inch tire. The Star has been ridden up Corey Hill, and it is claimed

that the Standard Columbia has also been ridden to the top. We should not regard that as a decisive test, neither should we put much stress on the fact that the machine referred to was chosen by the gentleman you refer to. We find light machines much safer on rutty roads. We have ridden one of the machines a good deal and like it. It is a strong rigid mount, and we do not believe you will make any mistake.

S. H. — You can get the dry plumbago of the Overman Wheel Company.

F. — Hendee rides a Rudge, Norton a Humber, Frazier a Star, Corey and Claflin each ride Ridges; Burnham, is, we believe, riding a Royal Mail; Saben rides a Royal Mail.

LEAGUE MEMBER. — There is no truth in the assertion. Our number is and always has been 108.

COKE. — The bicycle and tricycle have equal rights to the highways in common with other vehicles. Most cities have ordinances against riding on the side-walk. We should be inclined to think it unlawful in the absence of legislation. It cannot be that a cycle has any rights superior to other carriages; they cannot go on that part of the highway expressly prepared and kept in condition for pedestrians, except under certain circumstances. At any rate it is a safe rule to keep off the sidewalks when riding.

WILLIS FARRINGTON. — We think the Butcher is the most accurate. Sorry we did not see you.

A. C. MANG. — Some would say water. Soda and milk is a good thirst quencher. Shandy gaff, composed of beer and ginger ale in equal portions, is excellent. The latter, if of good quality, is safe. Some recommend cold tea.

H. W. H. — Hope to see you and talk the matter over. Trust you will enjoy your trip.

A. W. C., BINGHAMTON. — C. and D. should, in our opinion, race over again. There being a tie, seems to leave no other way to settle it. If the person "fouled" the other, he should be disqualified, and would be entitled to no prize. Passing on the inside is not necessarily a "foul" if his competitor crowds him out unduly. The inside man must keep reasonably well in. In a collision, the person to be disqualified is the one at fault.

E. K. AUSTIN. — Thank you. We shall be pleased to have it.

## FIXTURES

Saturday, 21 June:  
Race meeting of K. C. W. (See advertisement.)

Thursday, 26 June:  
Races at Binghamton, N. Y. (See advertisement.)

Tuesday, 1 July:  
Annual meet of the Canadian Wheelmen's Association, Toronto, Ont.

Thursday, 3 July:  
Annual race meeting of the Montreal Bicycle Club.

Friday, 4 July:  
City of Boston bicycle races on the Common.  
Races of the Marblehead Club.  
Races under the auspices of the Lawrence Club.  
Annual race meeting of the Wilkesbarre, Penn., Club.

Cycle races at Lynn, Mass.  
Road race of the Rutland Club.  
Excursion of the Roxbury Club.

Sunday, 13 July:  
Start of the Detroit tourists.

Niagara to Boston tour. Leaves Chicago on evening train. Leaves Detroit next morning, arriving at Niagara Falls in afternoon. Tour leaves International Hotel, Niagara Falls, morning of 15 July. Wheelmen invited. Description of tour with map furnished, on application to B. B. Ayers, manager, 185 Michigan avenue, Chicago.

Tuesday, 29 July:  
Kennebec tourists start from Trinity square, Boston, at 7.30 A. M. F. A. Elwell, manager.

'CYCLIST RECORD BOOK. — An ingeniously ruled pocket-book for keeping time, distance, roads, weather, etc., while on the road. Cloth, thirty cents; roan, fifty cents. C. D. Batchelder, Lancaster, N. H.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

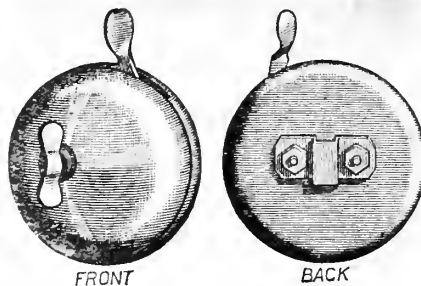
WANTED. — A good second-hand 54-inch Bicycle, to be paid for at rate of \$15.00 per month. Address BURTON THOMS, 25 and 27 River Street, Chicago, Ill.

FOR SALE. — 50-inch American Rudge (new), run less than fifty miles; in absolutely perfect condition. Will be sold at a bargain if taken immediately. Address, "RUDGE," World Office.

FOR SALE. — A 52-inch D. H. F. Premier, full nickel, balls to both wheels and pedals, nearly new; ridden about one hundred and thirty miles, being too small. Address, G. S. WEAVER, JR., 162 State Street, Albany, N. Y.

STOLEN. — From Barnes Block, June 4, 54-inch Yale Light Roadster Bicycle, painted black, with nickel trimmings. Had Durycas saddle and Overman ball pedals. A suitable reward will be given for information. A. O. MCGARRETT, 214 and 216 Main Street, Springfield, Mass. Number on neck of machine, 112.

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THURSDAY, JUNE 26, 1884, at 3 o'clock P. M.

A liberal amount has been expended for prizes, and valuable gold and silver medals of latest designs will be awarded as first and second prizes. Silver medals as second prizes in One Half and Ride and Run Races only. All others gold medals.

ONE HALF MILE RACE.

Best two in three heats.

ONE MILE RACE.

TWO MILE DASH.

THREE MILE HANDICAP.

FIVE MILE HANDICAP.

ONE MILE CLUB CHAMPIONSHIP.

ONE MILE RIDE AND RUN.

CONSOLATION RACE.

Open to all Amateurs, except Club race.

Entrance fee for each event, 50 cts.

Entries close June 24, 1884, to

FRED LYON, Binghamton, N. Y.

## 2D ANNUAL RACE MEETING

— OF THE —

## Kings County Wheelmen,

Saturday Afternoon,

JUNE 21, 1884,

At the New Grounds of the

WILLIAMSBURG ATHLETIC CLUB.

\$300 in Prizes.

Consisting of the following events: —

½ mile dash to members K. C. W. that never won a prize.  
½ mile without hands, open to all amateurs.  
1 mile, open to all amateurs. .... Scratch  
1 mile club championship, Brooklyn Club  
1 " " " Height's Wh'm'n  
2 miles, " " " ..... Handicap  
3 " " " ..... Handicap  
25 " " " ..... Scratch

Entrance fee of One Dollar for three miles and twenty-five miles, and Fifty Cents for other events, may be sent to CHAS. SCHWALBACH, box 2683, New York City; closing June 14, 1884.

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By the Wheelman who Coasted Mt. Washington on a Star,

Now ready. Buy it, and learn the history of the Star. It contains engravings of the author and the inventor of the Star. It tells how to become a perfect master of the Star; how to do all of Burt Pressy's trick-riding; all about touring, care of the Star, rights of wheelmen, and a lot of other valuable information. Equally valuable for the crank rider.

Price, postpaid, Fifty Cents.

Address the Author,

E. H. CORSON, Rochester, N. H.

Selling Agent for the Newly Improved American Star Bicycle, "Victor" Tricycle, and dealer in Second-Hand Crank Bicycles (to be sold very cheap) and Bicycle Supplies of all kinds. Also, inventor and manufacturer of the Tourists' Delight, a filtering drinking tube. Price, fifty cents. Write for anything wanted, enclosing stamp, and you will receive an answer to your advantage.

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Sporting Leggings of Leather, Corduroy, Moleskin, Canvas, etc., made in all styles. Sold by Pope Co., Peck & Snyder, and most first-class sporting houses in the country. Send measure when ordering. Send for one of our "RINK CAPS," for bicycle riding. Only 50 cents.

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## MISCELLANEOUS.

**SPEEDWELL BROS.,** Champion Three acrobatic bicycle riders of the world. Engagements can be made with S. S. LEO, manager, 75 West 69th street, New York. Photos. twenty-five cents each.

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**MISSOURI WHEEL COMPANY, St. Louis, Mo.,** Richard Garvey, president; L. Lueders, secretary; exclusive agency of the Standard and Expert Columbia Bicycles, Harvard, Yale, Cornell, Star, Rudge, Challenge, Facile, and all high-class imported bicycles; also for the Victor, National, Rudge, Premier, Salvo, Apollo, Coventry and Coventry Convertible Tricycles. Repairing, nickelling and japanning. 210 and 212 N. 12th street.

**LAMSON'S LUGGAGE CARRIER,** the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**BICYCLE LEGGINS.** Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

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**THE PERFECTION CYCLOMETER** is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

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The "American Sanspareil" Roadster,

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The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

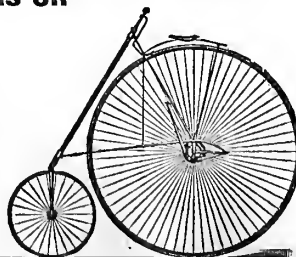
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

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Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 27 JUNE, 1884.

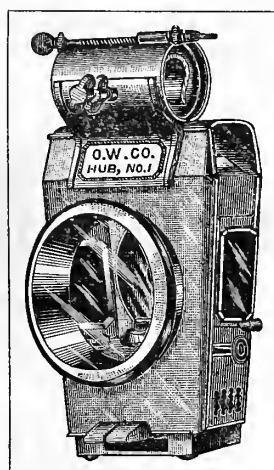
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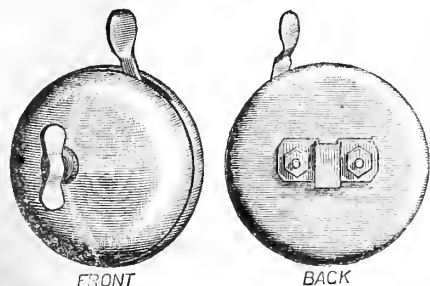
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Now ready. Buy it, and learn the history of the Star. It contains engravings of the author and the inventor of the Star. It tells how to become a perfect master of the Star; how to do all of Burt Pressy's trick-riding; all about touring, care of the Star, rights of wheelmen, and a lot of other valuable information. Equally valuable for the crank rider.

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OF YARN  
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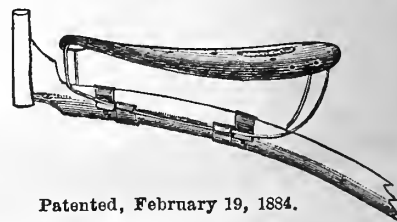
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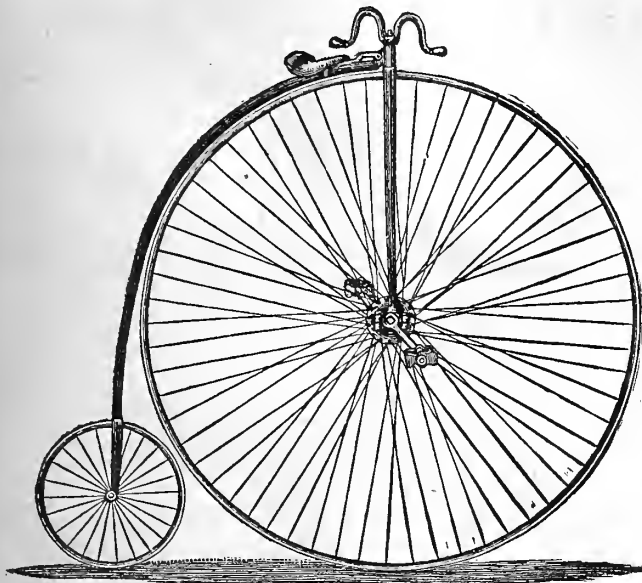
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" " 10 " " " "

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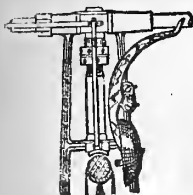
Wheelmen in ordering will give diameter of backbone at the point the step is to be placed. Send stamp for circular.

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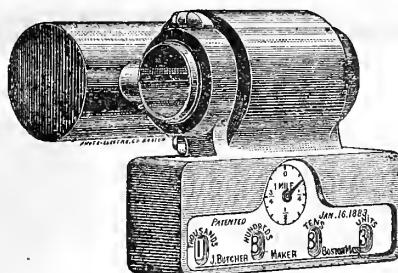
### The Butcher Cyclometer

IS

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AND

Can be Read from the Saddle.



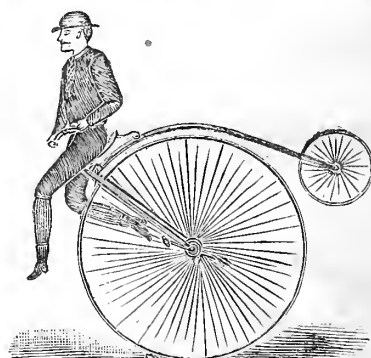
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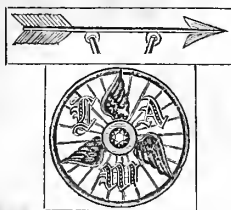
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Plain or Ribbed Style.

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Send size shoe worn. Special Rates to Clubs. Cor  
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# THE Bicycling World

Published every Friday

— BY —

E. C. HODGES &amp; CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

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J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 27 JUNE, 1884.

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### Publishers' Announcement.

THE price of the WORLD per single copy will be reduced from seven cents to five cents on and after this date.

E. C. HODGES & Co.  
 BOSTON, 2 June, 1884.

### HINTS TO 'CYCLING PHOTOGRAPHERS.

At the request of a number of our readers who profess an interest in photography in conjunction with 'cycling,

we propose to offer a few practical hints and suggestions as to the apparatus, and how to carry the same.

These "tips" are born of experience, but of course must be modified to meet the idiosyncrasies of the individual and fit the kind of machine he propels. It is, however, to the rider of the narrow gauge to whom we are addressing ourselves especially.

In the first place we will discuss the size and general make-up of a proper camera. We believe that a camera to take a four by five picture is the maximum size to be used with a bicycle; it must be of strong construction, capable of close folding.

The lens tube must be reversible, or in other words, fitted so that when packed for carrying the tube can be reversed and be contained in the camera box.

The instrument should be one with which a picture can be taken either way of the plate; it should have a sliding front, a swing back, and an adjustable bed. The tripod must of course be of the folding type and as light as can be made, consistent with the necessary rigidity. We cannot recommend the paper plate holders for the 'cyclist's use, but good wood frame double plate holders should be used, as they only will effectually protect the plate from damage consequent to the jar of the bicycle and the requisite tight strapping.

Now as to carrying. For a foundation we use a Lamson luggage carrier and a piece of thick leather five inches by eight inches. This is bent the eight-inch way, so as to form an L with the arms five inches by three inches. Line this nicely with tough felt about one eighth of an inch thick.

We now have a safe bed on which the camera can be laid. Procure half a dozen pieces of one eighth inch felt five inches by five inches, a piece of which must be laid between the camera and plate holder, and also between each of the latter, if more than one is taken. Say that our 'cyclist starts with camera and three double plate holders. Pack as above, wrap the focussing cloth around the apparatus and strap securely, place the leather bed on the carrier, with the three-inch arm of L against the head, and on this put camera and strap cross-ways. Barring headers, the apparatus is safe for a thousand miles.

The tripod must be carried slung

across the back by means of a strap. The three pieces can be confined together by means of two loops of strap sewed in such a way that they can slide tightly over the tripod; to these, two metal rings can be fastened for the snap of the sling strap.

We do not believe that a satisfactory substitute for the tripod is as yet found; we know that several make-shift clips for use on the tricycle are in the market, but they are of necessity limited in their scope of usefulness and consequently unsatisfactory.

Now, as to the cost, we would state to our patrons who contemplate purchasing a photographic outfit, that a good apparatus cannot be bought for less than \$35. Of course this does not include chemicals, trays, plates, bottles, etc., necessary to the development. Unless a man has ample time and patience we strongly recommended that he confide the printing of the photographs to some good professional; it will certainly cost less time and not much if any more money.

The art is fascinating, and a man must and will invest an amount equal to what he feels his pocket-book will stand.

Fifty dollars judiciously laid out will start an amateur photographer in good shape; he can easily triple that amount if of extravagant tendencies.

ACCORDING to all accounts the Philadelphia tournament was marked by many questionable proceedings. The races themselves were good, but the management very poor indeed. The public failed to attend, and the gate receipts were so small that the estimated loss is \$15,000. The local clubs refused to lend their support, and the parade which was to have been one of the features was given up. The exhibition did not attract the manufacturers and importers, and was also a fizzle. The worst feature, however, was the cowardly vandalism of some malicious miscreant, who damaged the machines of the racers. The Boston *Globe* says that it was unsafe for any contestant who rode a crank machine to leave his wheel unattended a moment, without running the risk of having it injured in some way. We cannot believe that the dastardly work was in any way prompted by the friends of any other style of machine. As the race was sanctioned by the L. A. W., the strictest investigation of

this matter should be made. Such an affair is a great disgrace, and demands the most rigorous condemnation.

To the actual participants in the wheel around the Hub, the recollections of that memorable ride must be pleasant in the extreme. To the thousands who were made familiar, through the medium of the press, with the scenes and incidents of that successful trip, a feeling of strong desire must exist to go and do likewise. It is not strange, then, that the mere mention that the "wheel" was to be repeated should awaken a great longing in many a wheelman's breast to be one of the fortunate ones to attend. The trip, under the personal supervision of C. C. Weston of the C. T. C., is a sufficient guarantee that a good time is in store for the participants. Not only is Mr. Weston one of the original party in the "wheel around the Hub," but has had great experience in touring. The party will be confined to members of the C. T. C., and as the number, owing to the accommodations, will be limited, it will be a wise move for all that can to make application to Mr. Weston for a place. The start will be made from the Vendome, the C. T. C. headquarters in this city, on Monday, 6 October, at 9 o'clock A. M. At 10 o'clock a rendezvous will take place at Walnut avenue, where the first "wheel" started from. The original route will then be gone over.

The following were the gentlemen who took part in the first trip. We have placed an \* against those whom we believe are members of the C. T. C., and thus entitled to attend the second "wheel around the Hub." C. E. Pratt, F. W. Weston,\* E. C. Hodges,\* J. G. Dalton, Willis Farrington,\* R. M. Diaz,\* A. A. Pope,\* E. W. Pope,\* C. H. Corken, A. S. Parsons, W. G. Fish, W. S. Slocum, J. T. Dyer,\* C. P. Shillaber,\* L. H. Johnson,\* H. W. Knight, Mr. Tinckham, F. S. Pratt, E. F. Tolman, John Brown, G. A. Fairfield, T. B. Beach, A. J. Philbrick, Mr. Chipman, H. S. Owen,\* W. H. Jones, F. H. Craigin, Rev. L. A. Pope, W. J. Costello, H. Arnet, E. S. Robinson, H. I. Carpenter, F. S. Lathrop, E. Hemmenway, W. C. Edmunds, and J. S. Dean.\*

Nearly all of these are active riders at present, so the coming trip will make an exceedingly enjoyable reunion.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### The Facile Record Beating.

*Editor Bicycling World:*—Poor old "Record" has again been beaten, and very badly, as you noted last week; but you will permit me, from later data, to correct you in one particular, and add somewhat. This is the sixth ride across England and Scotland over the same route,—Land's End to John o' Groat's. It has been done twice in thirteen days, in 1880 and 1882; once in twelve, in 1881; once, on a tricycle, in fourteen days, in 1882, and one in ten days, in 1883. Now Adams has done it in fifteen minutes short of seven days, thus beating the best second by *three* days, not by two. His average for the nine hundred and twenty-four miles was one hundred and thirty-two per day, and he wound up with the magnificent run of one hundred and ninety miles on the seventh day. He usually rides a 44-inch, but used a 46 this time. Mr. H. R. Goodwin, of Manchester, who has done seventeen miles on a 38 Facile in 1h. 20m. (thirteen miles an hour), doing the twelfth mile in 3m. 45s., accompanied Adams on his 38, giving himself one day's start. On the 24th of May, the seventh and last day, Adams's machine broke in a fall, and Goodwin lent him his. On this 38-inch and ill-fitting machine Adams finished his ride, and a large part of his one hundred and ninety miles must have been done under those unfavorable circumstances. Goodwin himself, after waiting fourteen hours, resumed his journey, finishing in eight days, fifteen hours; he also thus beat the best previous record, after losing fifteen hours in this enforced delay. At last accounts, Goodwin was jogging along on his little thirty-eight back to his home in Manchester, at the rate of one hundred miles a day, his complete trip making 1,500 miles, which is an immense "straight-out" run.

Safety is admittedly a good thing, even in a bicycle, and perhaps those who would dismiss the Facile as a "safety" bicycle may revise their opinion.

Mr. G. O. Clayton, of Aurora, Ill., also writes me that on the 12th of June he did twenty-three miles in 1h. 42m., over country roads, doing the eleven and a half miles out in fifty-three minutes, and the return in forty-nine. This is a little over thirteen miles an hour one way, and a little over fourteen the other; thirteen two-thirds for the whole, and on a forty Standard, without ball bearings. I think this will do for record.

[JULIUS WILCOX.

NEW YORK, 14 June, 1884.

### Detachable Handle-Bar.

*Editor Bicycling World:*—Will some of your readers who have tried the detachable handle-bar state their experience and opinion of it. I took a header some two weeks ago, and it will probably be two more before I can ride again, hence my desire to find something that will render headers less dangerous.

HANDLE-BAR.

### Regarding League Sanction.

*Editor Bicycling World:*—Please do allow the fact that the Yale club (being a League club) did *not* require sanction to slip past your notice. Dr. Tyler, a member of the racing board, is also a member of this club, and I have his assertion that this is correct. You say there is no "possible chance for discretion in giving the 'privilege'" of sanction. The rules say that any application for sanction must be indorsed by a *League officer*, or at least *two League members*, and upon these indorsers must rest any infraction of rules. As a loyal League member, I must say, too, that we can afford to care very little for the views on racing matters of outsiders in general, and the Boston Herald in particular. We are not indebted to them, in any way, for our racing "talent," and I should consider it a credit to us and a blessing to bicycling and the League that *sporting* papers "have declined to notice" our actions. We thus get all the further removed from the pugilism and jockeyism of the average "sporting" columns. Sufficient is it for us that those who disregard our rules cannot ride in our races, and enough racing men will agree with me, I think, to make a League race easily practicable at any time.

Truly yours,

GEO. D. GIDEON.

### Pedals.

*Editor World:*—Replying to "Novice's" inquiry concerning pedals, in your issue of 20th. I have tried round rubbers, corrugated rubbers, rat-traps, and the new flat-rubber Overman pedal. Have ridden the latter some five hundred odd miles, and like them better than any, as a thin slipper will stick to them quite as well as a heavy rubber-soled shoe. Round rubbers are too slippery, and the corrugated ones too apt to turn under your foot. Rat-traps are good, but terribly destructive on shoe leather, and become uncomfortable on a long run. A rat-trap on a rubber sole is about the "stickiest" thing imaginable, and will not slip at all, but, as I said, very bad for the shoes.

G. D. G.

### The Sterling Races.

*Editor Bicycling World:*—In your last issue in your report of the bicycle race at Sterling, in which Mr. George W. Mathewson and I competed, you state that the race was not sanctioned by the racing board of the L. A. W. If it is so, I can only say that before racing I

undertook for myself and for Mr. Mathewson to find out whether sanction had been granted. I was assured on all sides that it had been, and that it was safe for us to ride.

It is needless to add that, after the correspondence I have had with you, sir, in regard to the sanction rule, neither I nor Mr. Mathewson could be so careless as to race at any meeting without previously finding whether or not it had been sanctioned. It was therefore only after many inquiries that we raced at Sterling.

Trusting this will sufficiently explain my racing at an unsanctioned meeting.

ELIOT NORTON.

[It would seem that the wheelmen did all their power to protect themselves, and they cannot well be called to account, but we think the officials deceived them when they said the races were sanctioned. —ED.]

#### Philadelphia Tournament.

[From the BICYCLING WORLD'S Correspondent.]

THE long talked-of bicycle tournament and exposition of the Quaker City Bicycle Club took place at Jumbo Park, 17, 18, 19, June. The expectations of the managers in preparing for the races were not realized in every particular. The track was a quarter of a mile instead of half a mile, and the illumination at night was by gasoline lamps instead of electricity, as intended. This latter change was made to avoid the intense shadows and uncertainty of the electric light. Contrary to general opinion the illumination was good and the racers could be recognized over the whole track. This was of hard-packed clay, well rolled and levelled, and with good turns. The gentle rains of last week helped to improve it very much, and the wheelmen present expressed themselves well pleased with it. As will be seen further on, it proved a very fast track, several of the records being broken, and all the time good.

The officers of the tournament were as follows: Judges, Dr. N. Malon Beckwith, Eugene M. Aaron, V. M. Halde-man, and F. McOwen; referees, A. M. Hall and Geo. D. Gideon; starters, C. E. Updegraff and A. G. Powell.

#### FIRST DAY — AFTERNOON.

The attendance was small, but the racing was good, and created great excitement among the spectators. The first event was a one-mile amateur bicycle race, in which there were five starters. It was a close and exciting race. A. Dolph, the "dark horse," from New London, Ohio; and F. M. Dampman, of Honeybrook, Pa., making C. F. Frazier, Smithville, N. J., of Star fame, work hard. On the last lap Dolph spurted in grand style, coming in a winner in 2m. 50s., with Frazier second in 2m. 51½s.

The second event was a one-mile tricycle race between E. P. Burnham, of Newton, Mass., and A. G. Powell, of Philadelphia, Pa., the former winning by

a length, in 3m. 18½s.; Powell, 3m. 18½s. This lowers the record 13½s.

The third event, a two-mile bicycle race, brought out the fast men, Burnham, Frazier, Dolph, and John Brooks, Blossburg, Pa., being among them. Burnham started with the lead on the pole, and maintained it all through the race, setting a hot pace for Frazier and Dolph, who followed in the order named. On the last lap, however, Dolph again made a spurt and passed Frazier, taking second place. Time — E. P. Burnham, Massachusetts, 5m. 48s.; A. Dolph, Ohio, 5m. 48½s.

The fourth event was a five-mile bicycle race between Samuel H. Crawford and John H. Green, both of Philadelphia, for a \$200 stop watch. Green rode a Star and Crawford a crank machine. Green took the lead and kept it until the last lap, when Crawford spurted and won in 17m. 14½s.; Green, 17m. 14½s.

The fifth event, the ten-mile State championship bicycle race, L. A. W. members only, had but two entries, John A. Green and Geo. D. Gideon, both of Philadelphia. The race was a walkover for Gideon, who won by nearly three laps. Time 35m. 26s.

The sixth event, professional fancy riding, had one entry, H. W. Higham, of Washington. He did some very good tricks, but his performance was tame compared to Dan Canary or Burt Pressy.

#### FIRST DAY — EVENING.

The attendance at the evening races was much larger than in the afternoon, but not large enough to indicate that the tournament was going to be a financial success.

The seventh event, a ten-mile professional bicycle race, brought out Prince, Woodside, Morgan, Higham, and McInnis. Woodside took the lead on the first lap, and held it, with Prince, Higham, and Morgan in the order named, McInnis broke down. These positions were maintained until the thirty-third lap, when Higham took second place, and thus it was to the finish, when Prince made a grand spurt and won in 31m. 10½s., beating the record by 39s. The pace throughout the race was tremendous and astonished every one present.

The eighth event, a one-mile amateur bicycle race without hands, was an easy victory for C. H. Chickering, of New Jersey, mounted on a Star, he winning in 3m. 9½s., with T. R. Finley, of New Jersey, second, in 3m. 19s.

The ninth event, a half-mile amateur bicycle race, was hotly contested. Burnham, Powell, and Frazier made things lively, Burnham winning in 1m. 25s., with Frazier second, in 1m. 25½s.

The tenth event, a two-mile amateur bicycle race, open to those who have never beaten 3m. 20s., had seventeen entries, and was run in three heats. Brooks, of Pennsylvania, was protested, it being claimed that he had made his last mile in the three-mile race at Washington in less than 3m. 20s. I do not

understand how this can be made a record, as records are not made from a flying start, and the last mile of a race would necessarily be a flying start. The first heat was won by Brooks in 6m. 3s. The second heat was won by George Weber, of New Jersey, in 6m. 17½s. The final heat was won by Weber in 6m. 16s., but the finish was so close that the crowd surged around the judges' stand and insisted on calling it a tie. It certainly required a quick eye to detect the difference, and the judges had hard work to decide.

The eleventh event, a two-mile tricycle race between E. P. Burnham and A. G. Powell, was closely contested, and won by Burnham in 7m. 11½s.

#### SECOND DAY — AFTERNOON.

The attendance was better to-day, yet not large enough to be successful financially. The day was very warm, but with enough breeze up the back stretch to give the riders a mouthful of fresh air.

Twelfth event, a two-mile amateur bicycle race, open to those who never won a first prize, had five starters, but was a race only between Frank W. Kohler, of Philadelphia, and Fred. Smith, of Smithville, N. J., on a Star, the former winning in 6m. 26½s.; Smith, 6m. 27s.

Thirteenth event, a five-mile tricycle race, which brought out E. P. Burnham, Massachusetts; A. G. Powell, Philadelphia; and George D. Gideon, Philadelphia. This was Gideon's first race on a tricycle. Powell withdrew on the ninth lap, as he was riding a heavy road machine, thus giving Burnham the race in 17m. 55½s., thus lowering the record 40½s.; Gideon, 18m. 52s.

Fourteenth event, a one-mile amateur obstruction race, brought out three Star riders, C. H. Chickering and Thomas R. Finley, of Smithville, N. J., and John R. Green, of Philadelphia. In going over the first obstacle Chickering took a terrific header, and upset Finley, who was close behind. Green won easily in 4m. 14s.

Fifteenth event, a five-mile amateur bicycle race. There were seven starters, but the interest centred in C. F. Frazier, Smithville, N. J.; John Brooks, Blossburg, Pa., and A. Dolph, New London, Ohio. To the chagrin of many, Frazier dropped out on the ninth lap, Dolph leading. Brooks took the pole on the twelfth lap, and kept it until the finish, when Dolph spurted and won, 15m. 18½s., breaking the record by 8½s., Brooks, 15m. 20½s.

Sixteenth event, the two-mile amateur State championship, had four starters, J. A. Green, Edward Kohler, A. G. Powell, and Harry McArdle, all of Philadelphia. It was Green, Powell, Kohler until the sixth lap, when Powell spurted and kept the lead, winning in 6m. 53s., Green second, 6m. 53½s.

Seventeenth event, a one-mile amateur bicycle race for boys under sixteen years of age, was won by Thomas R. Finley,



of Smithville, N. J., in 3m. 23s.; J. G. Fuller, Philadelphia, second, in 3m. 24s.

#### SECOND DAY—EVENING.

The attendance was much larger than at any previous time, a larger number of ladies being present. Messrs. Hendee and Corey made their appearance, and were heartily welcomed by all their friends.

Eighteenth event, a three-mile amateur bicycle race, had four starters: F. M. Dampman, Honeybrook, Pa.; Arthur Millard, Providence, R. I.; A. G. Powell, Philadelphia; and C. F. Frazier, Smithville, N. J. Frazier took the lead on the third lap, resigned it to Millard on the fifth, and thus until the finish, when Frazier spurted and won in 9m. 22s., with Dampman second in 9m. 27½s.

Nineteenth event, a five-mile professional bicycle race, had Prince, Woodside, Morgan, and Higham in the start, and the same positions were maintained as in the ten-mile race the previous evening. On the homestretch Prince spurted, winning by about a length, in 15m. 19s., Woodside second in 15m. 19½s. This was the greatest feat of record breaking at the tournament, it being lowered 32½s.

Twentieth event, a one-mile amateur bicycle ride-and-run race. Contestants to run an eighth of a mile and ride an eighth of a mile alternately. This was won by C. H. Chickering, Smithville, N. J., in 4m. 37s., with Louis J. Kolb, Philadelphia, second, in 4m. 40s.

Twenty-first event, a ten-mile amateur bicycle scratch race. Five started: C. F. Frazier, N. J.; E. P. Burnham, Newton, Mass.; C. S. Stevens, Vineland, N. J.; A. Dolph, New London, Ohio; T. W. Roberts, Poughkeepsie, N. Y. Roberts and Stevens did not complete the race. This was an up-and-down race, Burnham, Frazier, and Dolph passing each other very frequently, and keeping the spectators in a continual uproar. Frazier won in 32m. 23s.; Burnham second, in 32m. 23½s.

#### THIRD DAY—AFTERNOON.

The attendance was better than on any of the other days, notwithstanding it was the hottest day of the year in Philadelphia.

Twenty-second event, a five-mile amateur bicycle race, had three to start: Charles F. Frazier, Smithville, N. J.; Arthur Millard, Providence, R. I.; and E. P. Burnham, Newton, Mass. This race had little excitement in it, Burnham leading all the way until the last lap, when Frazier spurted ahead, winning in 16m.; Burnham, 16m. 1½s.

Twenty-third event, a 25-mile amateur bicycle race, open to the world. This was the race of the day, and attracted the most attention. The men who started were: C. F. Frazier, Smithville, N. J.; Lewis Hamilton, Waterbury, Conn.; George M. Hendee, Springfield, Mass.; A. Dolph, New London, Ohio; John Brooks, Blossburg, Pa.; Thomas W. Roberts, Poughkeepsie, N. Y.; and Edward Pettus, Brooklyn, N. Y. Dolph

took the lead on the first lap, and held it until the seventeenth, when he dropped behind on the fifth mile, and went out on the twelfth mile. Brooks led for eight or ten laps, when his wheel buckled and he lost nearly a lap, which he pluckily regained after straightening his wheel. Roberts went out on the fifty-second lap. On the seventy-eighth lap Brooks, who was leading, took another header, but, with surprising grit, mounted another machine and kept up with the others. Hamilton showed himself a good rider. The two champions did not seem to exert themselves much until the last lap, when Frazier tried his spurt. Hendee was on hand, however, and they came up the back stretch almost neck-and-neck, with Hendee ahead. On the home stretch Hendee did his best, and won by a couple of lengths. Time, 1h. 27m. 57½s.; Frazier, 1h. 27m. 58½s.; Hamilton third.

Twenty-fourth event, a ten-mile amateur handicap bicycle race. The starters were: C. H. Chickering, Smithville, N. J., scratch; George Weber, Smithville, N. J., 3m.; Wm. Maxwell, Rockwell, Conn., scratch; N. P. Tyler, M. D., New Haven, Conn., 30s. The interest in the race was between Maxwell and Chickering, Tyler dropping out, Weber having too good a start. Maxwell led Chickering the whole way. Weber won in 33m. 33½s. Maxwell's time, 31m. 41½s., which gets down very close to the record.

Twenty-fifth event, a five-mile amateur bicycle race for Philadelphia wheelmen, was won by George D. Gideon, in 16m. 23s., beating Frank W. Kohler by a lap. Kohler, 17m. 6½s.

#### THIRD DAY—EVENING.

Twenty-sixth event, a ten-mile tricycle race, which was a walkover for A. G. Powell, Philadelphia, Pa., against Frank Kohler, of Philadelphia. Time, 39m. 34s.

Twenty-seventh event, a two-mile amateur bicycle race for those who had never beaten 3m. 30s. There were eight starters, but the race was between Frank Kohler, Philadelphia, and Fred Smith, Smithville, N. J., the former winning in 6m. 26s.; Smith, 6m. 26½s.

Twenty-eighth event, a one-mile consolation race. There were thirteen starters, the winner being T. W. Roberts, Poughkeepsie, N. Y., in 3m. 8½s.

In the amateur fancy riding contest, Thomas R. Finley, of Smithville, N. Y., had no opponent. He did some very fine riding.

#### PHILADELPHIA NOTES.

The bare legs and arms feature of racing was very apparent at Philadelphia, much to the disgust of many of those present.

The genial countenance of Dr. Beckwith illuminated the judges' stand during most of the races.

Among the well-known faces present were those of Mr. Overman, H. B. Hart, C. W. Hutchins, Fred Jenkins, and Eugene M. Aaron.

Some person played a dirty trick on

Arthur Millard, of Providence, R. I. He was entered for the two-mile amateur race and left his machine for a few moments, during which some person bent his pedal pins so he could not ride.

Hendee says it was the finest track he was ever on. This was Wednesday evening, and he expected that some fast time would be made Thursday.

The dirty work of Tuesday was repeated Wednesday. I was told by a member of the racing board that in the five-mile amateur bicycle race, the tire of every crank machine, except that of Brooks, was cut. Upon the discovery of this, a reward of \$100 was offered for the conviction of any person found tampering with bicycles.

Mr. Brooks showed a very hasty temper when he was ruled out of the 3m. 20s. class on Tuesday evening. It would probably have been better if the judges had either ruled him out at the start, or let him run, and sustained the protest afterwards.

Hendee very nearly fainted on the completion of the 25-mile race, having to be laid out on the grass, very much exhausted. He soon revived and was around, looking as pretty as a picture.

Pool selling was attempted on Wednesday evening, but President Beckwith soon stopped it when his attention was called to it.

Mr. Geo. Adolph, the gentlemen who was backing the tournament financially will be several thousand dollars out of pocket. The great mistake was charging half a dollar admission. W. J. M.

[Regarding the records claimed to have been made above, we have private advices from Mr. Gideon, chairman of the racing board, casting a doubt. He says: "I am afraid the track is a trifle short, and there was no substantial curb, a line of stakes answering instead. If the track was short on a line eighteen inches from these, the records cannot stand." Until we have a certificate of the length of the track, with satisfactory evidence that the stakes were not removed after the measurement was taken, the records cannot be considered.—ED.]

#### K. C. W. Race Meeting.

ANOTHER event of the season has come and gone, and we chronicle the success of the Kings County Wheelmen's second annual race meeting of 21 June, 1884. Although, with one exception, the one half-mile hands-off race, no remarkable times were made, great good has again been done the cause of 'cycling by bringing it before a strange audience of some 1,500 people of Brooklyn in a satisfactory and becoming manner.

The events passed off satisfactorily and smoothly, with the exception of the two-mile handicap race, during which one of those unexplainable fouls occurred, piling four out of the ten starters in a heap. There were in this, the first event, twenty-one entries, ten of which started

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as follows: Wm. Maxwell, Rockville, Conn., scratch; M. L. Bridgman, Kings County Wheelmen, 75 yards; G. E. Cain, Lynn, Mass., 100 yards; E. C. Clark, New York, 100 yards; A. B. Rich, Staten Island Athletic Club, 100 yards; F. B. Jones, Brooklyn, 125 yards; P. Fontaine, Citizens' Bicycle Club, 125 yards; N. P. Tyler, New Haven, 50 yards; T. W. Roberts, Poughkeepsie, 75 yards; E. W. Gould, Staten Island Athletic Club, 100 yards. The men got away well and at a lively pace, Clark, of the Ixion Bicycle Club, showing up in the lead at the beginning of the second mile, followed by Fontaine, Roberts, and Cain, these four bunching on the back stretch. Here they came to ground. Roberts, who was severely scratched and bruised, claiming that Clark fouled him, but Clark was leading, and we are unable to see how he could have fouled Roberts, and he claimed that Roberts fouled him. Clark, who is a plucky and promising flyer, as also is Roberts, remounted, but was unable to do more than finish the lap, owing to the bent condition of his wheel. Tyler rode a close and plucky race with Maxwell for first place, Maxwell winning in 6m. 49s. Tyler, second, in 6m. 51½s.; Rich, third; Gould, fourth; Bridgman, fifth.

The second event was the club championship of the Heights Wheelmen of Brooklyn, distance, one mile. There were three starters, T. G. Condon, who was closely pressed by E. J. Milhan, finally won well in hand. Time, 3m. 34½s.; Milhan, second, in 3m. 36s.; F. L. Dunnell, third. The Heights Wheelmen have promising flyers in Condon and Milhan.

The third event, half-mile without hands, had for starters W. D. Bloodgood, Kings County Wheelmen; H. J. Hall, Jr., Kings County Wheelmen; G. E. Cain, Philip Fontaine, N. P. Tyler. The race was won by Hall in the fast time of 1m. 49½s. Cain second, in 1m. 50½s. Bloodgood a close third; Fontaine fourth; Tyler fifth. The fourth event was the one-mile scratch race, and was won easily by Edward Pettus, Kings County Wheelmen; H. H. Koop, Sr., Brooklyn Bicycle Club, being his only competitor. Pettus left Koop in the final lap over one quarter of its length. Frazier entered this race, but did not put in an appearance; it was rumored at the track that Hendee and Philadelphia were too much for even his constitution. The next event, the half-mile, for Kings County Wheelmen members only, who had never won, brought out E. Candidus, Chas. Fuller, H. H. Stults, and W. D. Bloodgood. This was an exciting and close race from beginning to end, Candidus winning in 1m. 39s. Fuller second, by two feet; Stults a close third; Bloodgood's previous efforts being too much for him, finished fourth, well up. Candidus will undoubtedly make a fast man. This is his first attempt at racing, yet he made the fastest time of any half-mile run at the meeting. The three-mile

handicap, the sixth event, had for starters: H. J. Hall, Jr., and William Maxwell, both from scratch; N. P. Tyler, 75 yards, E. Del Genovere, New York, 125 yards; H. H. Stults, 200 yards; Ed. Fisk, K. C. W., 225 yards. Maxwell won. Time, 10m. 31s.; Hall, who rode a plucky race for first place, second, 10m. 31½s. Tyler a good third. The one-mile Brooklyn Bicycle Club championship had for starters: L. W. Slocum, C. J. Earl, F. B. Jones, P. N. Sproule, H. H. Koop, Sr., E. Annan, Jr., and Geo. Barley, and was won easily by Annan. Time, 3m. 30½s.; F. B. Jones second, in 3m. 40s.; Earl third, Barley fourth, Sproule fifth. Slocum had a severe fall on the first lap, turning a complete handspring, but not hurting himself. This amused the audience not a little. The final event, the 25-mile race, had for starters only Pettus, Hall, and Rich, and was without interest, the race for first place being between Hall and Pettus, and a waiting one, Rich being really out of place, yet he rode well. No remarkable, or even good times were made. Hall bent his best effort to beat Pettus, who was entirely out of condition, on the final lap, over which the audience went wild, but Pettus won. Time, 1h. 43m. 8½s. Hall a wheel behind. Time, 1h. 43m. 9s. Rich had finished twenty-three miles, and receiving his medal for first place, stopped. There were eight good entries for this race, including Frazier. The track was only fair, and the K. C. W. have about concluded it is an impossibility to have an athletic track in fit condition for fast time at bicycling, yet it is a track only six weeks old, and a winter may do wonders for it. The committee, Charles Schwalbach, chairman, deserve great credit for the manner in which the affair was conducted. The races were started very nearly on schedule time, and were generally satisfactory. Maxwell received the gold medals for two and three miles; Pettus the gold medal for the one-mile scratch, and the gold and diamond medal for the twenty-five-mile race, Hall the gold medal for the half mile hands off, the silver medal for the three mile, and gold medal for the twenty-five mile; Tyler the silver medal for the two-mile race; Cain the silver medal for the hands-off race; Rich the silver medal for the twenty-five-mile race; Candidus, the club championship, novices, gold medal, and Charles Fuller the silver one; Condon, the Heights Wheelmen's club championship, gold medal; E. Annan, the Brooklyn Bicycle Club championship, gold medal. Field officers were George R. Bidwell, referee; N. M. Beckwith, president L. A. W., William Wilson, of Seawanhaka Boat Club, R. F. Hibson, president Kings County Wheelmen, S. C. Austin, Williamsburgh Athletic Club, Jacob Dunnell, of Heights Wheelmen, and H. R. Elliott, Brooklyn Bicycle Club, judges; E. A. Cann, Brooklyn Bicycle Club, F. Snyder, Williamsburgh Athletic Club, F. H. Douglass, Kings County Wheelmen, J.

H. Long, Kings County Wheelmen, and A. D. Ramaciottia, Kings County Wheelmen, scorers; W. C. Phelps, Harlem Wheelmen; B. G. Sanford, Ixion Bicycle Club, W. H. Robertson, Williamsburgh Athletic Club; Fred. Jenkins, Citizens' Bicycle Club, timekeepers; Frank M. Price, Williamsburgh Athletic Club, clerk of the course; W. D. Bloodgood, Kings County Wheelmen, and H. W. Sagendorf, Hudson County Wheelmen, assistants; official handicapper, G. D. Baird.

#### Pennsylvania Division.

THE second annual meeting of the Pennsylvania Division of the L. A. W. was held in Horticultural Hall, Philadelphia, on the evening of 16 June, Mr. E. M. Aaron, the new chief consul, in the chair. Present, about one hundred members. Mr. V. M. Haldeman, retiring secretary, submitted his report for the year, by which it appeared that the Division had now over six hundred members, having more than doubled its membership since last annual meeting.

The treasurer, Mr. Fred McOwen, also retiring, submitted a very satisfactory report, showing that after the expense of printing constitution, defraying expenses of meet of last year, and subscribing \$50 to the national treasury, the division treasury still had a balance of over \$50 to its credit.

Both of the above officers refusing to accept nominations for continuance of office, the business of electing new ones had to come before the meeting. Mr. V. M. Haldeman nominated Mr. C. M. Miller, of Philadelphia, for secretary, and Mr. H. E. Smith nominated Mr. T. Houard Wright, of Philadelphia, for treasurer, when both gentlemen were elected unanimously. After some miscellaneous business had been transacted, the meeting adjourned. A number of visitors attended the meeting, among them some representatives of the Springfield Bicycle Club, who can carry back to the mighty penman of the *Springfield Wheelmen's Gazette*, who evidently longs for the disintegration of the L. A. W., the extremely probable chance of the Pennsylvania State Division followed the "noble example" of the defunct Missouri Division. Whoever the scholastic writer for the *Springfield Wheelmen's Gazette* may be, it might not be amiss for some kind friend to polish his periods for him, and see that his advice to League members and to State Divisions no more contradicts itself within the compass of a few paragraphs.

Towards the close of the meeting the assembled wheelmen were treated to a serenade by a brass band, called into service for the evening by the Quaker City Bicycle Club, who were anxious to have the delegates at the convention after its adjournment go in a body and visit their race track. The major portion of the assemblage did this, and, no doubt to the gratification of the promoters of the "grand tournament," ex-



pressed themselves generally as pleased with what is undoubtedly the best track for 'cyclers ever laid in Philadelphia.

A. M.

## CURRENTS CALAMO

'Cycling Songs of Sundry Places.

No. II.

A PHILADELPHIA BALLAD.

If Philadelphia is the town  
For Quakers chalked the highest,  
Those Quakers are of all their kind  
Decidedly the shyest;  
It surely is the quaintest place  
Upon the earth or in it,  
For, start a race, and darned a one  
Cares who will lose or win it.

Last year two local clubs both glued  
Their fingers to the fiddle,  
To try if jointly they could solve  
The most surprising riddle,  
Of why it was that Barnum's show  
Could set the Quakers crazy,  
While, if the 'cyclers asked them out,  
They deftly grew most lazy.

This year, one club with ready zeal,  
Took up the racing problem,  
Determined that a three days' meet  
Should either make or rob them;  
Their city compeers kindly then  
The outside world advises  
That—they'd snub the business, while their boys  
Went in to bag the prizes.

Now, that we've hit the public hard,  
Let's tap the 'cyclers lightly,  
And, if they're men, they'll take the rap—  
We sock it to them rightly;  
If they expect the public eye  
To view their pastime kindly,  
They'll drop their telescopic squint  
Thrown at each star so blindly.

For stars will come and stars will go,  
You know a comet's fleeting,  
And as for what is best you know,  
The pudding's proof is eating;  
So now, ye Philadelphia boys,  
Take this home without winking,  
While neighbors work, don't wag your tongue  
But do a deal of thinking.

VISITOR.

SWETT STREET and Chester park are a mass of broken rock.

ANOTHER 'cyclist injured on Columbus avenue. A combined effort should be made to impress the city officials with the need of performing their duties.

MR. CLAFLIN, who sailed for Europe on the 19th, will tour on a light Premier tricycle.

THE Harvard Bicycle Club has not joined the C. T. C., as has been currently reported. It recommends its members to join and obtain the C. T. C. uniform.

WILL not some one send us an article on how to ride the Star for our novices' column?

EVERETT and Weston, of the Bostons, and Jones, of the Massachusetts Club, with their wives, are enjoying the sociable.

MEETING HOUSE HILL is an appropriate place for a Sunday rendezvous.

THE 'Cyclist comes to us this week with sixty-eight pages, twenty-eight of which are filled with solid reading matter.

IN the road ride of the London Tricycle Club, P. G. Hebblethwaite was winner, making his hundred miles in 10h. 16m. on a Premier.

THE *Mirror of American Sports* for 21 June has a fine portrait and biographical notice of Col. Pope.

IT is rumored that some fast Star riders will be developed among those now using the machine in this vicinity, and some very good racing will probably be shown in the fall races.

WHEN taking into consideration the fact that Mr. Stall rode a 42-inch Star, and was handicapped by an extremely heavy wind in riding around the Reservoir recently, in 3.37, it looks as if our old racing stock was not entirely gone.

GEORGE F. FISKE, M. D., of Amherst, Mass., and one of the most noted early long-distance riders, whose first American bicycle century was described in the *WORLD* at the time, has just finished a foreign tour of over 1,000 miles continuous riding, without taking a train, wagon, or steamer, riding between and visiting Leipzig, Dresden, Prog, Pilsen, Munchen, Nuremberg, Coburg, and Jena upon his 48-inch Expert. In Leipzig he won the first prize in the consolation race, and 3 June, he won the 24-hour record, covering two hundred and five English miles inside of twenty-four hours, from midnight up to 11.40 P. M., the course being the road from Leipzig to Dresden. The accomplishment of this feat gives Dr. Fiske the best 24-hour record of the world, save the English.

MR. J. R. HOGG, the honorable secretary of the Shields Bicycle Club of England, is in this country. This gentleman is one of the most prominent of England's amateur touring wheelmen, and during his stay on this side of the water will visit all the principal wheeling centres, where he will be officially received. In about a fortnight he will reach this city.

THE Pope Manufacturing Company has presented one of their "home trainers" to the Amherst College gymnasium and one to the Jersey City Athletic Club.

A NEW detachable handle-bar has been on trial during the last week at the warerooms of Stall & Burt. A favorite amusement is to inveigle somebody on to the machine provided with the attachment, and give him a header. The affair works perfectly, and there is no chance of injury, but the astonishment of the victim is comical in the extreme, and furnishes amusement for the party. The firm proposes to give the bar a thorough trial, and if it proves to be what it promises, they will place large numbers of them on the market. The new bar is

attachable to any machine without changing the head, going directly in place of original bar, which may be replaced perfectly, if desired.

LIEUT. J. N. K. PATCH, U. S. N., of the Boston Club, has gone to Europe on a commission, for an indefinite length of time.

ELIOT NORTON, of the Harvard Bicycle Club, goes to Springfield this summer to study law.

CLASS day being over, the ladies have lost one of the great inducements for lily-white complexions, and bicycle riding is being revived with new vigor, sunburnt faces being once again fashionable. — *Herald*.

The *Herald* and South Boston *Inquirer* will insist that it is common for the fair maids of modern Athens to ride bicycles.

WHEELMEN already members of the L. A. W. are requested to send their names for renewal of membership to F. P. Kendall, treasurer, Box 555, Worcester, Mass., while those not members should send their applications to W. I. Harris, secretary, 104 Franklin street, Boston.

A CURIOSITY in bicycle tandems has been recently invented. It consists of two 30-inch wheels, connected by a rather thick hollow bar. Both wheels are fitted with ball bearings, and the front one is worked like an ordinary bicycle, but with long dangling pedals reaching almost to the ground. The back wheel is operated by two upright handles, which are pulled backwards and forwards. Two saddles are fitted to the bar between the wheels, and the peculiarity of the machine is that the riders sit back to back. A patent has been taken out.

THE Adams, Mass., *Freeman* says: "One of our local bicyclers rode up Commercial street Wednesday afternoon, proud in the possession of a clear conscience and a 56-inch wheel. As he neared the pond he turned his head for an instant, the bicycle struck a stone, and wheel and rider went into the pond. They disappeared for a moment, but soon the rider came to the surface and struck out for the stone curbing with a vigor that was perhaps induced by the chilliness of the water. The bicycle was hunted up with a rake and drawn to the shore. But it was the first outdoor bicycle exhibition of the season, and deserved an encore."

NOTES on the Kennebec, and Chicago Tours, Canton Notes and C. T. C. matter crowded out.

THE *WORLD* is on sale at the New England News Co. on Franklin Street. 5 cents at retail.

## NOVICES' COLUMN

Hints on Pedalling.

WE gave last week a few hints on the

position of the upper part of the body when riding, and promised this week to give some instructions on the art of pedalling. A powerful, well-developed man can with sheer force propel his machine and drive it where any wheelman can go, but unless he pedals properly he will expend more force than is necessary. In fact, pedalling is most important to learn to do well. How many riders have we seen with their feet twisted in an unnatural way and turned when the pedal was at its lowest, so that only one edge of the boot sole touched the rubbers. Let our novice watch almost any of our successful racing men and see how even the pressure is, how graceful the movements of the ankle and knee. We cannot do better by our readers than quote from the pen of G. L. Hillier, a gentleman well qualified to give advice on the "knack of pedalling." Though written for tricyclists, the advice applies equally well to bicyclists. We certainly trust that the perusal of it will lead to an improvement in style. One only has to go on the road to appreciate how much this instruction is needed.

Mr. Hillier writes, "Numbers of good tricyclists pedal in the most slovenly and awkward manner. They use the middle of the foot to drive with, send their toes out in the most pronounced manner, throw their knees wide apart, and in fact seem to study how not to apply their full power to the propulsion of the machine. The bicycling man at least has learnt the value of every joint in his nether limbs and hips; knees, ankles, and toes do their share in proportion. . . .

"The first point to be gained is to put the feet properly on the pedals. To do this the front part of the foot should be used, as this allows free play to the ankle joints, which adds much to the ease of pedalling on levels and down hill. The foot should be placed at right angles to the pedal. This is in some cases a difficult point, but can always be overcome by using rat-trap or combination pedals, and having a pair of shoes soled and slots cut across to fit the rat-trap. A pair of shoes thus fitted with slots carefully arranged at right angles to the middle line of the sole will do more to form a good style than any other contrivance. Having thus got the foot straight, the next thing to do is to keep the leg straight. To do this the rider should occasionally watch his legs as they move, and try to keep the thigh joint in a straight line with the foot, and to bring the knees straight up and down without any lateral divergence. It will astonish many a good rider to find how difficult this is, but if good pedalling is to be learnt it can only be learnt by slow and careful work of this sort on a level before the wind or on slight inclines." With the rat-traps and shoes recommended by Mr. Hillier a good ankle motion can be acquired without danger, while with the round rubbers pedal slipping and disastrous falls

are apt to follow. We are decidedly in favor of rat-traps for road work, for not only do they conduce to better riding, but are much safer on rough or hilly roads or when spurring. We never were inclined to favor the pronounced ankle motion practised and recommended by some, but it is exceedingly difficult to say the exact amount for the best results. The heel should be dropped a little when the pedal is at its highest point, as it aids one in getting over the dead centre. Just as the pedal is at the bottom the heel should be slightly raised and the toe correspondingly depressed and dragged back the least bit with a firm pressure.

These instructions religiously followed cannot fail to give good results, aiding materially in the effectiveness of the work with the least waste of power. The pressure should be steady, and, over all, jerky and convulsive thrusts being carefully avoided.

### Tricycle Gearing.

A CORRESPONDENT of last week asks us which is the best gear for single tricycles. This question is far more difficult to answer than the hackneyed one about the best machine. There are nearly as many different opinions on the subject as there are tricyclists. Each rider has his own notions about gears, and it is right that he should, for there is certainly nothing which appeals so directly to the individuality of the rider as stroke, which is affected very much by a high or low gear. Our two leading manufacturers or three wheelers gear their stock machines at about forty-five or forty-six, for 48-inch drivers. One of them has increased this year the gear from forty-two to forty-five. In England there is no rule apparently. All racing men either on the road or path ride high-g geared machines, say from fifty-six to sixty-two, some running even higher than the latter. Theoretically the low gear gives power, at a loss of speed. For a light, active rider, better able to pedal quickly than to use great force, a low gear is preferable. How low must depend on the character of the surface and gradients of the roads, as well as the rider. On the other hand, we find strong, heavy riders prefer the slow pedalling, with greater application of power. A very low gear and the quick pedalling necessary to maintain a fair rate of speed acts on one's muscles and wind much the same as spurring on the cinder path. There is one thing worthy of notice. Most riders seem to demand a higher gear as their experience in riding increases. We have found it nearly as easy to surmount hills with a 48-inch wheel, geared level, as the same with a very much lower gear, while on a level the high gear is very much preferable, it being easier to take a lot at a time than little by little. We do not believe any satisfactory result can be obtained without experiments. Each rider must find out for himself what is best. In the

meantime, our correspondent will do well to take, if purchasing an American machine, what the makers give him. The gear chosen by them is doubtless the result of many experiments, and best meets the wants of new riders.

## RACING NEWS

TORONTO, ONT., 14 June. — Bankers' Athletic Association games: One-mile race, C. F. Lavender (1), 3m. 13½s.; G. H. Orr (2). One-mile race, H. P. Davies (1), 3m. 33s.; A. J. Hollyer (2).

BURLINGTON, VT., 11 June. — University of Vermont games: One-mile race, E. A. Brodie (1), 4m. 16s.; W. S. Pierce (2).

PULLMAN, ILL., 30 May. — Pullman Athletic Club: One-mile, handicap, N. H. Van Sicklen, scratch (1), 3m. 43½s.; P. Hammel, scratch (2). Three-mile race, N. H. Van Sicklen (1), 12m. 5½s.; P. Hammel (2).

WARRENSBURG, N. Y., 14 June. — One-mile race: C. H. Murray (1), 3m. 31s.; F. W. Garrett (2).

MONTREAL, 30 May. — High School games: Two-mile race, Ives (1); F. Brush (2).

WINNIPEG, MAN., 24 May. — Cricket Club games: One-mile race, J. Peck (1); W. H. Nourse (2).

PASSAIC, N. J., 21 June. — Two-mile race: T. McKenzie (1), 7m. 13s.

THE Bartholomew County Wheelmen, of Columbus, Ind., will hold a tournament 4 July, when the following programme will be carried out: Grand street parade of wheelmen, one-mile amateur race for county championship, two-mile amateur race for State championship, half-mile race without hands, three-mile race — open to all amateurs, two hundred yards slow race, twenty-mile amateur race for championship of Kentucky and Indiana; prize, elegant gold medal. For this race there must be an equal number of participants from each State. Entries will close 1 July.

THE following races will be run at Lee Park, Wilkesbarre, Pa., 4 July: One-half mile bicycle race, for those who have never won a prize, best two in three heats. Half-mile bicycle race, without hands. One-mile bicycle race. One-half mile bicycle race, for boys under fifteen years of age. One-mile championship race, Wilkesbarre Bicycle Club. One hundred-yard slow bicycle race. One-mile tug-of-war bicycle race. Entries can be sent to Shepherd Ayars, secretary, Wilkesbarre, Pa., closing 1 July.

AFTER the Philadelphia races were finished, Mr. E. L. Miller, of the L. A. W. racing board, Mr. S. T. Clark, of Baltimore, Mr. H. D. Corey, of Boston, Mr. Fred Jenkins, of New York, and Mr. C. E. Updegraff, of Philadelphia, the promoter of the tournament, together with several other gentlemen, procured a government tape measure, for the purpose of measuring the track, to see that it was correct in every particular. Mr. Updegraff had two certificates from surveyors saying that the track was correct, and by careful measurement it was found that, measuring eighteen inches from the fence or pole, it lacked twelve feet on the quarter-mile, or forty-eight feet on the full mile. The gentlemen then remeasured it, measuring eighteen inches from the stake marks, or thirty-six inches from the fence, and carefully staked at the corners and gave all possible advantage, but it was found to measure three feet two inches short of the quarter, or twelve feet eight inches on the mile. Mr. Miller, of the racing board, realized the importance of his duties in seeing that there should be no mistake whatever, and simply measured the track in accordance with his official duties. Until the question is set at rest the records cannot be accepted. — *Globe*.

JOHN S. PRINCE succeeded in defeating Scotland at Jumbo Park, Philadelphia, Saturday, on a quarter-mile track. Prince led for the first two miles, when the

horse closed up and retained the lead up to the end of the eighth. In the sixth mile, Scotland showed signs of distress, while Prince took matters very easily. The horse was greatly handicapped by the many turns, which both wearied him and retarded his speed. In the ninth mile, Prince made his effort, took the lead on the last lap, and won by a lap and a half. Prince's first mile was made in 3m. 7s., and the last, the fastest, in 3m. 3½s. The total time was 33m. 35½s. The stake was announced to be \$500 a side. Another match is to be made on a mile or half-mile track.

THE races at Windsor, Ont., 12 June, under auspices of the Detroit Bicycle Club, resulted as follows: One-mile dash, club championship, L. D. Munger, first; time, 3m. 40s.; Chas. Kudner, second; time, 3m. 42s. One-half mile dash, E. E. Alvord, first; time, 1m. 50s.; F. H. Tregaskis, second; time, 1m. 51½s. Three-mile dash, Chas. Kudner, first; time, 12m. 43s.; R. A. Jones, second; time, 12m. 45s. One hundred yards slow race, E. F. Dudley, first; L. C. Fink, second. Half-mile dash, W. C. Marvin, Ovid, first; time, 1m. 40½s.; L. D. Munger, second; time, 1m. 44s. Expert fancy riding, single, C. E. Dudley, first; L. C. Fink, second. Expert fancy riding, double, Dudley and Fink. Three-mile dash, L. D. Munger, first; time, 12m. 26½s.; C. E. Alvord, second; time, 12m. 28s.

#### A Challenge.

*Editor Bicycling World:*—I see a notice in the WORLD that Mr. Neilson, hearing of so many riders claiming the championship, he is anxious to race for as much as \$50 or \$100. Now Mr. Neilson probably has seen by the papers that I have won the title of professional champion of Canada, and if he is anxious to race me for that title, he knows the rules. I am willing to defend the championship; and all he has to do is put down his forfeit money in the hands of the sporting editor of *Toronto Mail*, and if I fail to cover it I will forfeit the championship. I am willing to race, and leave it open to all other Canadians.

Yours respectfully,

T. W. ECK, *Champion of Canada.*

BAV CITY, MICH., 19 June, 1884.

A SERIES of bicycle and pedestrian contests will be held on the Union Athletic grounds, on the evening of 3 July, the necessary light being furnished by numerous electric lights. The events will comprise a five-mile professional bicycle race for cash prizes, in which it is expected that all the leading professionals of the country will compete, including Prince, Woodside, and Higham; a two-mile and one-mile amateur race, for gold and silver medals, and a three-mile walk and a three-mile run for professionals. Some of the fastest flyers have already signified their intention to compete, and the races cannot prove otherwise than exciting. Much interest will be added to the affair from the fact that this is the first time in New England that out-door races have been run under the electric light. The entries close 30 June, and should be made with C. S. Howard, Box 4, Boston, Mass. For the three-mile run \$40 in prizes divided, \$20, \$10, \$6.00, and \$4.00, and for the three-mile walk a purse of \$20, divided into \$10, \$6.00, and \$4.00 prizes, will be offered.

THE League cleared \$636 on its races at Washington.

THE bicycle races will take place on Boston Common at two o'clock P. M., 4 July, and will be as follows: First race, amateurs, one mile, first prize, gold medal; second prize, silver medal; second race, amateurs, two miles, first prize, gold medal; second prize, silver medal; third race, professional, five miles, first prize, \$50; second prize, \$30; third prize, \$20. Tricycle race, amateurs, one-mile; first prize, gold medal; second prize, silver medal. Fifth race, amateurs, five miles, first prize, gold medal; second prize, gold and silver medal. The Boston medals are always first-class, and amateurs should make a try for them.

THE eyes of the racing world are now on Dolph.

After his Philadelphia performance we may look for great things from him.

## WHEEL CLUB DOINGS

JANESVILLE, WIS., CLUB.—Organized Monday, 9 June, with the following officers: President, John Livingston; secretary and treasurer, F. C. Bursell; captain, Chas. F. Glass; first lieutenant, F. N. Webster; second lieutenant, F. J. Burr.

THE next tour of the Boston Ramblers Bicycle Club will probably be to Providence and Newport.

THE new constitution and by-laws of the Boston Bicycle Club is out. The active members now number thirty-seven, and there are 228 associate members.

A MEETING of the Orange Wanderers, of Orange, N. J., was held at the residence of Mr. W. H. Belcher, Highland avenue, last week, for the purpose of reorganizing. Sixteen ladies and gentlemen, nine tricyclers and seven bicyclers, were present. The following officers were elected: President, L. H. Johnson; captain, H. C. Douglas; lieutenant, W. S. Benedict; secretary and treasurer, Mrs. J. W. Smith.

THE Providence Bicycle Club met at the Narragansett Hotel, Wednesday evening, 18 June, and reorganized, electing the following officers: President, Albert G. Carpenter; vice-president, Boyd Clarke; secretary, Howard L. Perkins; treasurer, Waldo Stewart; captain, Oliver M. Mitchell; first lieutenant, Frank B. Armington; second lieutenant, Walter A. Potter; guide, George McAuslan; bugler, Frank P. Barrows; executive committee, Albert G. Carpenter, Howard L. Perkins, Oliver M. Mitchell, Hugo Breul, Jas. A. Reaves.

AT the annual meeting of the Meriden Wheel Club, held 11 June, the following officers were elected: Chas. L. Lyon, president; T. S. Rust, captain; Wm. Collins, first lieutenant; J. E. Brainard, second lieutenant; H. G. Miller, secretary; J. E. Brainard, treasurer; J. M. Hyde, standard bearer.

THE Victor Bicycle Club has been organized at Corpus Christi, Texas.

THE Manchester Bicycle Club have voted to make the round of the New Hampshire beaches on the coming Fourth, and have invited the clubs in Concord, Penacook, Nashua, Derry, and Weare to join in the run. The intention of the club to take this trip has spread, and Great Falls and Dover wheelmen have expressed a wish to participate. The Rockingham Club, of Portsmouth, will have charge of the arrangements and do escort duty for the Manchester party. President C. A. Hazlett, of the Rockinghams, visited Manchester Saturday, to perfect plans for the trip. The Manchester Bicycle Club will probably be represented in the races at Nashua, 4 July, although the club will not attend.

LAST week, Thursday evening, a drill squad of eight of the Chelsea Bicycle Club gave a very successful exhibition at the Pythian Club Rink in Chelsea. Capt. Harry W. Turner led the drill, and the squad was trained by Frank A. Shaw, of the Boston Crescent Bicycle Club. Mr. Robinson, of the Chelsea Club, showed some excellent fancy riding; also, a large audience present testifying its appreciation for the whole exhibition by frequent and hearty applause. The Chelsea Bicycle Club is in a very thriving condition financially, and is adding many new riders to its ranks this season. There is also some talk of procuring a sociable tricycle for the use of the club and its lady friends.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

#### Answers to Correspondents.

F. A. ELWELL.—We are very sorry that we cannot be with you. Are very busy and cannot spare the time.

Wish you a pleasant trip, and thank you for the information.

G. C.—Thanks for indorsement; cannot you find time to clinch the matter?

E. J. S.—The change was made at Chicago. Have mailed you a copy of the rules. You will find a report of the meeting when the rule was adopted in the WORLD of 16 June, 1882.

C. E. HAWLEY.—Thanks. Just what we want. Don't hesitate to disagree with us. In fact, we like to know that there are men who think.

## FIXTURES

Tuesday, 1 July:

Annual meet of the Canadian Wheelmen's Association, Toronto, Ont.

Thursday, 3 July:

Annual race meeting of the Montreal Bicycle Club.

Friday, 4 July:

City of Boston bicycle races on the Common.

Races of the Marblehead Club.

Races under the auspices of the Lawrence Club.

Annual race meeting of the Wilkesbarre, Penn., Club.

'Cycle races at Lynn, Mass.

Races under the auspices of Williamsburgh Athletic Club, Brooklyn, N. Y.

Road race of the Rutland Club.

Races at Columbus, Ind.

Excursion of the Roxbury Club.

Sunday, 13 July:

Start of the Detroit tourists.

Niagara to Boston tour. Leaves Chicago on evening train. Leaves Detroit next morning, arriving at Niagara Falls in afternoon. Tour leaves International Hotel, Niagara Falls, morning of 15 July. Wheelmen invited. Description of tour with map furnished, on application to B. B. Ayers, manager, 185 Michigan avenue, Chicago.

Tuesday, 29 July:

Kennebec tourists start from Eastern Depot, Boston, at 9.00 A. M. F. A. Elwell, manager.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—One 52-inch full-nickelled British Challenge, ball pedals, \$110; one 50-inch Expert, \$85; one 56-inch American Sanspareil, \$100; one 46-inch Royal Salvator tricycle, \$90; all in A 1 condition. A. J. KOLP, Scranton, Pa.

**STOLEN FROM EXETER, N. H., A 53-** inch Yale, F. R., bent handle bars, nickel back-bone, fork, and handle bars, two spokes broken, one S twist in rim; number on neck, 111. E. W. HERRICK, Exeter, N. H.

**WANTED.**—A 52 or 54-inch bicycle, any make; send lowest cash price and description. S. J. F., Box 1597, Fitchburg, Mass.

**RUDGE RACER FOR SALE.**—A 53-inch Rudge Racer, latest pattern, rat-trap ball pedals, good as new, used only at Springfield; price, \$115; cost \$142.50. H. D. COREY, 10 milk street, Boston.

**FOR SALE.**—A 53-inch full-nickelled British Challenge. Address, E. F. SMITH, 537 Columbus avenue, Boston, Mass.

**BICYCLES, SECOND-HAND.**—48-inch British Challenge, \$90; 50-inch Expert, \$90; 53-inch Yale, \$60; 54-inch Harvard, \$70; 56-inch Sanspareil, \$100; 52-inch Rudge, \$110; all these machines are in first-class order. HEDGER & CO., repairers, painters, and nickel platers, 8 and 10 Church street, Boston, Mass.

**54-INCH ROYAL PREMIER, ball bearing** all round, back-bone and forks nickel plated, wheels painted black and gold; new machine; has not been used; price, \$130; will sell to suit purchaser. HEDGER & CO., 8 and 10 Church street, Boston.

**52-INCH ZEPHYR BICYCLE, new machine,** plain bearings, ball pedals, gong and hub lamp, part nickel and painted; price, \$110 cash. 48-inch Zephyr tricycle, D. D. new patent, ratchet brake, front steering cradle spring; all parts adjustable, suitable for lady or gentleman; painted all over; has L. D. saddle, tool-bag, and two lamps; price, \$150 cash. HEDGER & CO., 8 and 10 Church street, Boston.

**FOR SALE.**—A 54-inch improved Star bicycle, light roadster, hill climbers, rocking treadles, hollow levers, bent bars, Expert handles, L. D. saddle, all nickel finish, used once; 57-inch American Star, latest pattern, all nickel, good as new. A. G. POWELL & CO., 1723 Chestnut street, Philadelphia.

**WANTED.**—A wheelman, of good character and ability, well acquainted with use and structure of bicycles, both Star and Crank machines, desires a situation in some 'cycle warerooms, with salary large enough to live honestly on. Best of references given. Address, L. A. W., No. 3639, Box 241, Northampton, Mass.

## THE STAR LAMP,

LUGGAGE CARRIER and TOOL BAG.

Send for Illustrated Catalogue. Mention this paper

ZACHARIAS & SMITH, Makers, Newark, N. J.

## WILEY'S Bicycle and Sporting Leggings.

A good pair of Canvas Leggings, lined, 16 inches high, with Black, Gilt or Nickel Buttons, sent postage paid for \$1.00. A pair from better Canvas, for \$1.50, fastened with Buttons, Buckles or Lace.

Sporting Leggings of Leather, Corduroy, Moleskin, Canvas, etc., made in all styles. Sold by Pope Co., Peck & Snyder, and most first-class sporting houses in the country. Send measure when ordering. Send for one of our "RINK CAPS," for bicycle riding. Only 50 cents.

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265 ASYLUM STREET,

Hartford, Ct.

P. O. BOX 1023.

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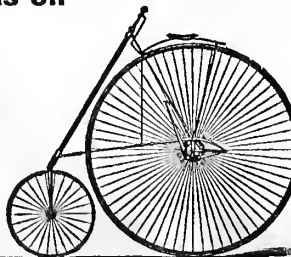
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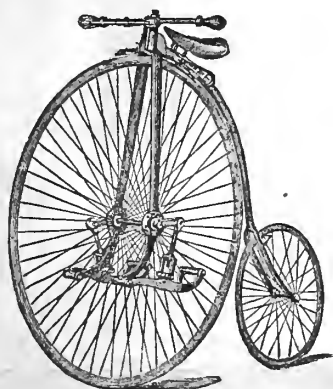
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Devoted to the Interests of Bicycling and Tricycling.

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BOSTON, 4 JULY, 1884.

Volume IX.  
Number 9.

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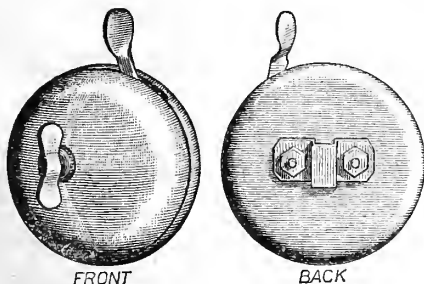
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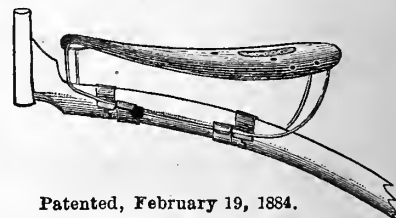
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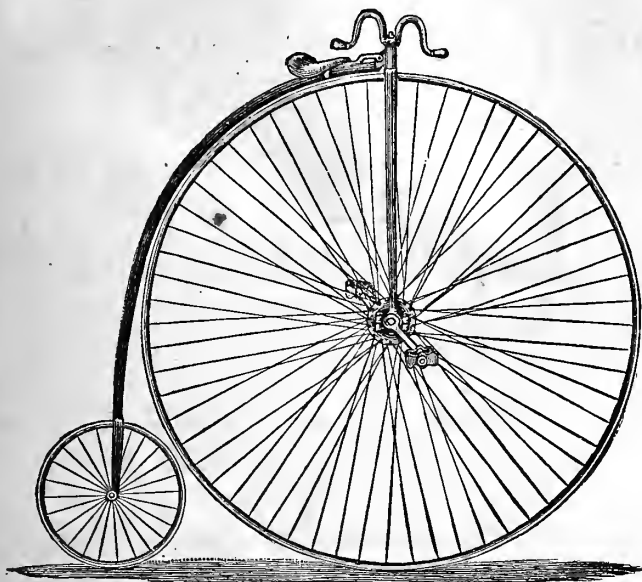
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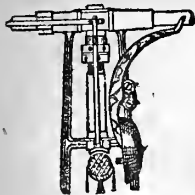
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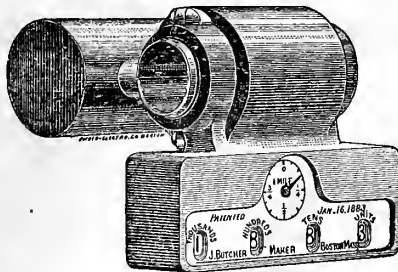
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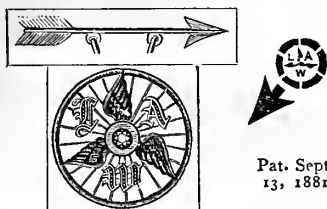
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Published every Friday

BY

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8 Pemberton Square, Room 12,

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J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 4 JULY, 1884.

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### Publishers' Announcement.

THE price of the WORLD per single copy will be reduced from seven cents to five cents on and after this date.

E. C. HODGES & Co.  
 BOSTON, 2 June, 1884.

### SAFETY.

ONE who admires the bicycle and has found health and pleasure in its use dislikes to criticise it. He feels inclined to

overlook its few faults, and to regard any attempt to overcome them as sacrilege. It is this feeling, in which we have shared, that is the cause of much of the unreasonable prejudice against any safety machine. We must, and all honest wheelmen must admit that there is one element of danger in the use of the ordinary bicycle. We say one, and confine ourselves to one, for we believe that, with a single exception, the ordinary bicycle is as safe as any manumotive or pedo-motive contrivance. The exception is that form of fall called a "header" by us, and by our English brothers a "cropper." Whatever it may be called, it is a too common form of fall. The results, too, are oftentimes disastrous in the extreme. Many a hardy and skilful bicyclist has been seriously and permanently injured by a forward fall. As long as the present style of machines are ridden, so long will headers be common. We are not all Scuris, nor even Owens, and we cannot all keep our upright positions by any rules of theory that may be laid down. The fact remains uncontroverted that headers are common, and that they are dangerous. The cause of the results that so often attend this form of tumble is not difficult to find. The long handle-bars, confining, as they do, one's legs, may be said to be the direct cause of any serious results that follow. The handle bar is a necessary and an important part of the bicycle. It cannot successfully be done away with permanently; can it be temporarily? Several devices have been patented and applied to machines of the class we refer to which permit the bar to be detached when necessary, and, at least, render headers less dangerous, if not absolutely harmless. For some reason, why we cannot say, none of the detachable bars have met with pronounced success. At any rate they have not, as yet, become common. Whether it is because they do not fulfil the promises of their inventors, or whether their method of attachment has been weak and insecure, we do not know, but true it is that they have never met with the favor they should if they render headers comparatively harmless. There are severable detachable handle-bars designed to overcome the serious results of headers. Some of them seem to be well calculated to meet the want in this direction, and, if they do so without trouble, they will be a boon to bicyclists.

THE Gazette disapproves of steno-

graphic reports, probably because they have found it a great burden to publish the last one, but if we are not to have them, how are the many to know what the few do at the annual meetings. The report is a good thing, and we hope to see it continued, but in the future we trust it will be published in one installment, and not be made to drag its length along for a month after the meeting.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### "About the Facile"

ANSWER TO "HEAVY WEIGHT," IN BICYCLING WORLD, JUNE 20, 1884, p. 112.

LET me give my experience. I owned an Extra, but could not learn to ride it, although aided by willing and good riders. I gave up in disgust. I am thirty-six, weigh but one hundred and twenty-three, and am not (nor never was) fond of active sport. The dread of headers and falls was the cause of my failure. The same with another party here. We are three of us riders on the Facile, although the machine was introduced but some six weeks ago. The first half hour found me in the saddle, and nothing like fear was experienced from the start. The Facile came natural to me. Mr. G., vice-president of the Farmers and Merchants' Bank, who had never even touched a wheel of any kind, came into town, on a very hilly road, some four miles, fifty-six hours after he took the Facile out of the express office. Not one of us three had a fall or any accident. After Mr. G. had been in the saddle, altogether, eight hours, he could keep on a narrow path, one and a half feet wide, and rode over sidewalks crosswise above the ground. The Facile is safe, and riders of the ordinary assure me the jar is much less. As to speed, "Heavy Weight" must have heard of its being ahead of record. A letter was shown me from a physician, weighing two hundred and forty pounds, doing his night calls in country practice, by lanes, etc., on a Facile. I have owned four different safety and other wheels, and failed with all. The Facile I could ride at once.

As to size of wheel, I believe the small wheel superior. Mr. G., who could use a 42-inch, says my 38-inch rides easier than his 40-inch.

For our American roads the Facile is the only machine that will make riders out of the more sedate and older members of society. Clergymen, doctors, merchants, etc., readily take to the Facile, and express a desire to ride one.

DR. J. C. HOFFMAN.

JEFFERSON, Wis.

### Not Speed but Endurance.

*Editor Bicycling World:*—I was much pleased with the able way in which "Cyclos" scored the editor of the *Amateur Athlete* for his remarks about bicycling. Regarding leaning over I cannot add anything, but about racing I can repeat what an old and observing friend of mine said this spring: "I at first opposed bicycling as play and useless, and worse when on the race-track; but when I see you young men taking these long rides, I realize that you are attaining strength and endurance, and that is what a man needs through life." It is a good thing."

I say, then, not how quick, but how far. 2738.

### Safety Handle-Bars.

*Editor Bicycling World:*—In reply to "Handle-Bar" in your issue of 27 June, I would say that I have tried the Lillibridge safety handle-bar, and it has proved itself to be all that is claimed for it. It has saved me from several possibly bad headers. At the meet in Washington I was run into and upset by a member of the Citizens' Club, opposite Ford's Opera House, and my handle-bar saved me. Whether it was because I was not hurt or because of his surprise at my alighting over the head on my feet I do not know, but he did not consider it necessary to apologize, and went about his business. Also, on our own roads, I have tried it and ridden at logs, and each time it worked like a charm. I ride with it altogether and find it just as rigid as the original bar. W. J. M.

### The Photos.

*Editor Bicycling World:*—I may be blind or unobserving, but please inform me, and possibly others, whether the photos. of the Washington meet were a success, and if so, of whom can they be procured. A. G. COLEMAN.

[Those who have goods to sell must not expect to dispose of them unless they let the fact be known. We have had inquiries like the above after nearly every meet that has been held. A photograph is generally taken on these occasions, and, though wheelmen would like to procure copies, they never get a chance, simply from the fact that the photographers fail to announce, by advertisement, where the pictures can be procured, and the price. We know nothing whatever about the Washington picture. — ED.]

### Timers.

*Editor Bicycling World:*—In no account of the recent meet at Philadelphia have I met with the names of the timers. In view of the time made, whether or no the track was short, it is important that the names of the timers should be known and made responsible for the time.

I have also heard a rumor that there were no official timers, but that the judges

or "anybody who came handy" took the time. Can you, sir, give any information on the subject? I am,

OLIVER CHANTRY.

OWL'S HEAD, LONG ISLAND.

[The timekeepers were: Chas. M. Miller, Fred Jenkins, H. S. Owen, W. S. Darlington, and M. Keim. — ED.]

### Pedals.

*Editor Bicycling World:*—If my experience of two and a half years' riding with rat-trap pedals will aid "Novice" in making up his mind, it will give reasons. That they are safer than rubber I don't think many will deny, but the teeth must be kept reasonably sharp. In first using them a slight vibration will be observed, but in a very short time it won't be noticed. If "Novice" will give Rudge's ball pedals, rat-trap, a fair trial, my word for it he will use no other. A racing man should think of none other than rat-traps. WILL R. PITMAN.

## NOVICES' COLUMN

### Position of Hands.

OUR aim in opening this department was to offer suggestions of a practical nature, to answer queries at length, and to call out a discussion of those matters in which every wheelman is interested. We have received the following letter from Mr. C. E. Hawley, which touches upon a matter that we overlooked. We gladly publish it in this department, though not necessarily indorsing all that he says.

*Editor Bicycling World:*—In your recent article on form and position in riding, in the Novices' Column of the WORLD, it seems to me you have overlooked one of the principal causes of bad form. The position of the hands is of great importance. It is impossible to sit well and appear well on the wheel, with the hands grasping the handles, fingers down and back up. This is a strong expression, but observation justifies it. There is one large club in this country remarkable for the excellent form of its riders, and but one man in the whole number rides with hands in the position named.

With ordinary handles the hands should be passed underneath, grasping them so that the thumbs may come on the outside, and fingers up. This will bring the elbows down close to the body. This is absolutely necessary for good form. The incorrect position of hands above the handles, and thumbs inside, throws the elbows out and makes the extremely ungraceful position which generally characterizes beginners. The correct position of the hands tends to throw back the shoulders and expand the chest.

If the handles have large rounded ends then the correct position is to cap the handles, thumbs up and backs of hands in a vertical plane. This gives the rider

an erect and easy position, with elbows well down against his sides, and chest well expanded. It not only does this, but it gives him by far the best position for a strong pull on the handles. Let any one attempt to pull on a fixed or heavy object, and if he has a choice of positions of the hands, he will most naturally and most effectively take hold in the position named.

The best of all handles, in the estimation of many riders, is the ball shape. That enables one to cap the handles perfectly, and gives practically two to three inches more length and leverage than are obtained when the hand grasps the handle as in the first and second positions I have described.

Another cause of bad form is riding with the saddle too far back. A beginner should put his saddle far enough back to insure a reasonable degree of safety, but if the expert rider has his saddle three inches back from the head of the bicycle he cannot well avoid craning forward, flattening his chest, and rounding his back. The velocipede was inefficient, because it had the seat too far back, and the weight of the rider was of no use. He had to secure his abutment against push of the legs, by hard pulling on the handles. I even doubt the greater safety of excessive rake or of placing the saddle far behind the head. When Canary rides up and down curbstones on one wheel there seems to be no inclination to fall forward. When Herbert Owen rode down the steps of the Capitol on a 54-inch Columbia, he carried nearly his whole weight on the pedals in an upright position. He could not have ridden down such an incline by trusting to rake or a saddle pushed back. I think that the reader of this will find that when he is going to ride into any deep depression or off from any high point, his safety is most assured by riding his pedals more than his saddle. This applies most to thoroughly good road riders. I should say that good form is to be found in a vertical position, and safety for the average rider in a moderate amount of rake or placing of the saddle back from the head of the machine. Of course the saddle should be placed differently on a machine with two or three inches rake from what it would be on one with a vertical fork. The rider must learn these things for himself. It is impossible to lay down exact rules.

I may say in conclusion that Americans generally ride in better form than the English. The latter generally have elbows stuck out awkwardly.

C. E. HAWLEY.

### Chicago Tour.

NEARLY all details of the Niagara to Boston tour have been completed. Owing to the change in time of the St. Lawrence River line, the party has been enabled to spend one day among the many interesting scenes of Montreal.

This change made a further improvement possible in the way of a full day of wheeling along Lake Champlain and among the Adirondacks. As now arranged, the party will leave Montreal on the evening train, 21 July, reaching Plattsburgh at eight o'clock, where it will put up for the night. Next morning leave Plattsburgh and wheel down the shore of Lake Champlain to Port Kent and then back into the country to Ausable Chasm, seventeen miles, reaching that point in time for dinner. After dinner return to Plattsburgh, spending night aboard steamer so as to be in readiness to leave early next morning down the lake without being compelled to rise so early. The trip between Montreal and Saratoga, while one of the finest stretches of the tour, covering one whole day of bicycling along Lake Champlain and in the Adirondack region, and nearly another day of wheeling at the foot of Lake George, has been the source of great study to avoid the transshipment of wheels from steamer and cars. It is now so fixed, thanks to the very kind co-operation of the Delaware and Hudson Canal and Railroad Company, whereby we are supplied with a through baggage car. Wheels will be loaded into this car at Montreal, unloaded at Plattsburgh; reloaded again the evening before our departure from Plattsburgh, and run through by rail to Caldwell, awaiting the tourists at that point. After the wheel around Lake George they will be again placed in the car, which will be in waiting at the Fort William Henry Hotel, and shipped to Saratoga.

Before the Canada tour last year wheelmen were requested to advise the club of their intention to participate therein, and twenty-five responded. However, when the time for starting came, forty wheelmen were found in line. This year the same request is made, and about fifty have responded so far. Wheelmen are advised that one hundred is the very large limit placed on the number for which accommodations have been provided *en route*. While the Chicago Club would be glad to open its arms to the whole wheeling world, yet the capacity of certain inns on the route will not admit of the individual comforts aimed at if the party exceeds one hundred. Seventy-five tourists would be an excellent party, and hence those who intend participating should advise of their intention at once, as the list is rapidly filling up. A printed list of the tourists will be prepared, for hotel advice and register, in advance.

Mr. Angus Hibbard, of Milwaukee, is the gleemaster of the tour, and has quite a fine quartet in preparation and a chorus of much loudness. There will be a bugle corps, a superb ambulance service, and several other adjuncts to render the progress of the tour stately and the enjoyment great. B. B. AYERS.

CHICAGO, 15 June, 1884.

#### Kennebec Tour.

THE present season has been one of

much activity among wheelmen in Portland and the State of Maine in general. Our number has nearly doubled, while Bangor claims sixty wheelmen, and more to come. The Pope Company's agent in the latter city has sold over \$2,000 worth of wheels so far this year.

The Portland Wheel Club's run about Boston Memorial Day was greatly enjoyed by the twelve members who participated. Dinner was taken at Hotel Hunnewell, the proprietor of which showed himself familiar with the wants of bicyclists, and a most courteous host.

The Kennebec tour of the Portland Wheel Club is the most important wheeling event down this way, and everything promises success. Between thirty and forty will be in the party, coming from all parts of the country. Among others we shall have with us the jolly "Geesee," of Marblehead; tuneful Drullard, of Buffalo, Capt. Cooper, of the Harrisburg, Pa., Bicycle Club, and J. H. Potter, of same place. St. Louis sends two representatives, Capt. Beckers, of Missouri Bicycle Club, and J. S. Rogers, of St. Louis Bicycle Club, while Chicago furnishes Mr. H. F. Fuller, librarian of Chicago Bicycle Club. C. A. Hazlett, of Portsmouth, will show up on this occasion, as will also the Brockton quartette, Jimson, Timson, Holmes, and Churchill. Six members of the Portland Wheel Club will be on hand and take charge of all arrangements. Bangor, St. John, N. B., Halifax, N. S., Amesbury, Mass., Penacook, N. H., Brooklyn, N. Y., Boston, and Lynn will all be represented on the tour.

In regard to the country, towns, cities, and roads through and over which our route will take us some idea may be formed from descriptions furnished by residents along the line of march. A prominent gentleman of Augusta writes: "As I understand you, the party is to leave the train at Gardiner. The distance to this city is about six miles. The road is delightful, and you will find it good wheeling. At London Hill, three and a half miles above Gardiner, you make a picturesque point on the river, where you should make a halt. The city of Hallowell rests in a curve of the river, which here makes a fine sweep. Beyond you will see the dome of the State House and the church spires in Augusta. The route from Augusta to Waterville, eighteen to twenty miles, is very fine, a good road bed, and from Vassalboro to Waterville the finest eight miles on the Kennebec."

From farther up the river comes the following:—

"You will find the roads good for wheeling. The scenery from Solon to 'The Forks' is very fine. You follow the river all the way, hugging the sides of high mountains that tower above you. Here may be seen the camping places of Arnold and his army on their march to Quebec. There are scarcely any hills on the entire route that will bother you in the least."

From North Anson we have this:—  
"Sixteen miles to Bingham, and one of the *best* roads in the State. Is hard, dry, and general character quite level."

The genial John Carney, well known to every tourist up the Kennebec, writes:

"From Bingham to the Forks is twenty-six miles, and the road is the *best and most free from hills of any in the State*. This is saying considerable, but I am sure you will agree with me after you have been over it. The Forks Hotel is first class and stands in the midst of lovely scenery on the banks of the Kennebec, and is surrounded with mountains and woods."

It is at the Forks we pass the Sabbath. Here we may rest, take a run up the Canada road, which has fine views, visit Moxcy Falls, which are well worth seeing, or take a quiet row on the beautiful Kennebec.

Nothing has been said about Augusta, Waterville, Skowhegan, and other places. They are all beautiful, both in appearance and situation. Our party will be heartily welcomed, and in the larger towns dances will be got up for our benefit. At Augusta we stop within a stone's throw of the residence of James G. Blaine, Republican candidate for President, and all of the party who wish will be photographed in front of his house.

We had intended to start from Trinity Square, Boston, and ride to Lynn, but have decided that this would be crowding too much into one day, and the party will accordingly take train at the Eastern depot in Boston, at 9.00 A. M.

While the distances covered each day will be short, twenty-two miles on an average, the comfort will be increased, and we hope to have each participant return home in better health and spirits than when he set out. Wheelmen who would like to tour, but doubt their ability to keep up on a run of forty or fifty miles per day, will find the Kennebec tour an easy jaunt in congenial company, through a pleasant country, with plenty of fresh milk, delicious trout, and the best ice in the world.

It would be an accommodation if intending participants would hand in their names as soon as possible to

FRANK A. ELWELL,  
Box 2014, Portland, Me.

#### Canton, Pa., Notes.

SINCE the "Armenia" Club (organized by the Davenport brothers in the fall of 1882) died, things relating to bicycling have been rather slow here. We have now nine machines altogether, two being Stars, and besides, one tricycle. This is a pretty good showing for a town of 1,800. Our 56-man is away, and Harry D., 52, goes on a tour to Lewisburg, Pa., to-day, intending to ride the tow path from Williamsport to Lewisburg.

Arthur Cook, of Susquehanna, formerly secretary of the defunct club, met with a very painful accident. Riding along here



Decoration Day, he took a header and broke his jaw bone. He has the sympathy of all in this vicinity. He is rapidly convalescing, and is soon expected at the wheel again. There is talk of a tandem coming to town. "It's a very good scheme if it works." "Hazel Kirke Harry" now stands in the front ranks as a wheelmen; he rides a 52 very gracefully, and there is a great flutter amongst the "dudeens" as he rolls into "Maple City" with an air of superiority. He thought he could carry a horseshoe, picked up on the road, on his saddle spring, but it caught the spokes, and over the head he went, the first in a long while, bending a pedal and handle-bar, but they were soon righted by his muscular 54 brother and self. Our latest at home is a forty-pound striking bag, and four of us have lots of fun with it every evening "when the sun goes down." A good racing programme is announced for 4 July at Brooks grounds, Blossburg, Pa. As it is quite near, all the boys will probably attend. Woodside, Prince, and Morgan are announced to ride. For fear some may not know where this place is, I will enlighten by telling them this is the town where V. C. Place first came into notice by colaring every one at the 1881 tournament, and I predicted to the BICYCLING WORLD he was the coming man. He went from here direct to New York, and without any training won the fifty-mile against Johnson and other flyers. Then from there every race was victory until he met Moore at Springfield, and was beaten on account of Moore's superior training. Have always wanted to see Hendee and Place go at it; it would be an interesting thing. Shall we?

Yours, in a hammock,

DAVE N. PORT.

#### Philadelphia Awards.

(From the WORLD's Correspondent)

I OMITTED to send you last week the list of awards as decided by the judges for the exhibition of bicycles and other articles connected with the sport.

For general display of bicycles: First, H. B. Hart, Philadelphia, exhibiting Columbias, Rudges, Faciles, etc., having twenty-two machines of thirteen makers. Second, Wm. Read & Sons, Boston, exhibiting four machines of two makers. Special mention was made of Read's Royal Mail Racer, and Clark's Sanspareil racer. For general display of tricycles: First, Overman Wheel Company, Chicopee, Mass.; second, H. B. Hart, Philadelphia, Pa. For general display of cycling goods: First, H. B. Hart, Philadelphia, Pa.; second, Overman Wheel Company, Chicopee, Mass. For the finest finished bicycle; First, H. B. Hart, for an Expert Columbia; second, H. B. Hart, for a British Challenge. For bugles and cornets, C. W. Hutchins, Springfield, Mass. For cases for same, C. W. Hutchins. The general display

of goods attracted much attention and comment from wheelmen generally.

The odd thing in the exhibition was Dr. Wilson's new idea on tricycles. His machine has compressed paper felloes and paper hubs. The hubs have three flanges and the spokes go to the rims in bunches of three. The crank action is direct and the wheels are geared loose, so that in going down hill, while keeping the feet on the pedals, it is not necessary to move them. The steering is in the rear, after the manner of a carriage, and the brake is applied by the friction of a wire cord on a grooved pulley. The whole machine is to weigh forty-five pounds, and wonderful speed is claimed for it.

W. J. M.

PHILADELPHIA, 24 JUNE, 1884.

#### Corey up Corey.

ALTHOUGH H. D. Corey, of the Massachusetts Bicycle Club, has retired from the racing path for this year, he has not lost any of his old skill and endurance, as the following will attest: On Friday last while returning from the office late at night he had to pass Corey Hill and on the spur of the moment thought he would try and mount it.

Turning his machine towards the summit, he commenced the ascent and proceeded nearly to the summit when his saddle became misplaced, and he was forced to dismount. Determined to have a second try, he returned to the bottom and again commenced the ascent. The hill was in very poor condition, being covered with loose stones and soft gravel, and his wheel got caught in the sand when over half way up, compelling him again to dismount. Nothing daunted, however, he tried it again, this time with success. Starting slowly until half the distance was covered, he quickened his pace, and after a hard struggle reached the top. The hill was badly lighted, the steepest part being in total darkness, making it unusually difficult. On the last attempt there were unfortunately no witnesses, but the next morning, in company with Mr. C. F. Haven, of the Ramblers, he again tried it. The first time a pile of boards stopped him, but the second time he rode from base to summit in the presence of a dozen persons. Haven stopped when two thirds the way up. The machine ridden was a Rudge weighing only thirty-one pounds, and stood the strain without the slightest injury. It is the only crank machine that has ever ridden the hill whose performance has never been questioned. This is the third time that Corey has ridden it, and although it has been tried by our best riders, including Burnham and Haven, they have as yet been unable to surmount it.

#### St. Louis Notes.

ST. LOUIS is rapidly becoming a live cycling town. It is impossible to ride from 4th street to Grand avenue without meeting from six to a dozen riders that you never saw before. Even the Facile

is now seen on our streets, ridden by a jolly two hundred and fifty pounder. The bicycle is even coming out on the amateur stage, as the "poet" has composed an operetta, in which the hero rushes on the stage to the tune of "Over the handle-bar—," on a 46-inch, with a Lillibridge safety handle, takes a header in front of the astonished villain, slugs him with the handle-bar, does the pedal mount with the heroine in his arms, and rides off *without* the handle-bar, on one wheel. [Curtain.]

It is now strawberry time, and the festive cyclist, with a hat full of strawberries, pursued by a bulldog and a club with a man attachment, climbs hurriedly on his bike, and, throwing his legs over, sets the hat between his knees on the handle-bar, and slides down the grade, calmly eating strawberries, and thanking his stars that that man's berry-patch grew on top of a hill. Fact.

We frequently take runs to Manchester, twenty miles away, now, in the evening, and ride back in the morning in time for business. The other night we ran across a gang of hoodlums by the wayside, who were full of political enthusiasm, or something else. They amused themselves by throwing remarks and things at us, and, finally, one hero, bolder than the rest, ran out and stuck his foot in Jack's back wheel (to try to stop him, I suppose). Anyhow, it was a dismal failure, for he got his foot caught between a spoke and the back fork, and it jerked his legs from under him so quick he never knew what hit the back of his head. The last we saw of him he was lying on his back in the road, like a big straddle bug, kicking with all his legs at once. I can't describe how funny it looked, but if you want to see a facsimile, so to speak, watch your chance when some fellow cyclist is lying on his back in the grass, looking at the moon and dreaming sweetly of love, and drop a four-inch B. & S. monkey-wrench on his stomach.

Our hill back of Manchester (steepest grade 1 in 6 23, by the way) has been climbed for the third time, and some of our little sawed-off toughs, on 50-inch bikes, have serious designs on Corey hill, hands off.

The evils of spurring on the asphaltum have been pretty thoroughly shown up lately. One man has a front teeth broken short off at the roots, and carries his jaw in a sling (he was a good-looking fellow before).

Another fool ran into a horse, and said horse kicked him through the front wheel of his bike. He now rides a double, hollow-fork, mahogany crutch, with a rubber tire, and a Duryea saddle for his armpit. But the repair-shop fiends and the doctors smile and smile, and go out and take a drink.

Speaking of headers, why don't the makers of Bown's ball pedal set the rubbers in so they won't turn. It is positively dangerous to ride with a ball pedal the way it comes from the factory. I

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PRICE; 50-inch, Enamelled and Nickelled, \$136.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

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Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 6-inch Straight Handle-Bar, Humber Head, 1-inch and  $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts nickelled.

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We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

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The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, 34 lbs. The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

**SPECIFICATIONS.**— Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes enamelled, other parts NICKELLED. Price, 50-inch, \$140.

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**PRINCIPAL FEATURE.**— The Patent Differential Double Driving Axle. This is the only perfect double driving gear known. For full description of this gearing see Catalogue.

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EVERY PART INTERCHANGEABLE.

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## THE COLUMBIA POWER-GEAR

*Is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material, and with the finest workmanship, and so as to avoid all unnecessary added friction by its use.*

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THE GLOBE CASED SELF-ADJUSTING BEARING,  
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Every IDEAL BICYCLE has the Head, Handle Bars, Brake, Spring, Cranks, and Pedals Nickel Plated. They are also furnished Half and Full Nickelled. We manufacture a larger line and greater number of Bells than any other firm in the United States. Supply the celebrated Loudon's Tire Cement to large consumers at close quotations. Manufacture Flags, Flag Staffs, Saddles, Tool Bags, and other Sundries. Have a department for Repairs and Nickel Plating, for which we are unexcelled. Notice the New Address:

222 and 224 North Franklin Street, Chicago, Ill.

have seen more frequent and disastrous headers taken by the slipping of such pedal rubbers than in any other way, and it is not right for the manufacturers to turn out a pedal in such an incomplete state, when a judicious application of Arab tire cement would make a *solid* and reliable pedal.

We claim the only original macadam demon for this section. I suppose you are all troubled with false imitations of him. He actually don't know the difference between a wagon load of freshly dumped rock and a cinder path. When he gets out on the road he rips along at a 15-mile gait, and when he sees a load of macadam always steers for it. This brought him to grief the other day, as he was found in collision with a two-horse wagon load of rock. Did n't notice that it was n't unloaded, you know. He takes innumerable headers, and always lights squarely on top of his head. He claims that if you do this there is no danger of spraining your ankle.

We are trying hard to get up a delegation to go to the Springfield meet. If we have any success I 'll let you know.  
EPH.

#### A Standard Opinion.

A BOSTON journal announces that a party of thirty or forty American bicycle riders are on the point of coming to the Old World with the idea of making a tour which is to include the British Isles and a large portion of Western and Central Europe, says the *London Standard*.

The plan is ambitious. These wheel riders are first of all to land in Ireland, and run through the historic vales of that country. Then they propose crossing to Scotland, and visiting the scenes celebrated by Scott and Burns. Next a dash is to be made into England, where every place of historic interest is to be "done." Germany and Austria, France, Switzerland, and Italy are to follow, and the run is to terminate at Venice. The tour is sufficiently comprehensive to satisfy the most energetic traveller; and those who know the capabilities of a bicycle will acknowledge that it is not an extravagant programme. At the same time, there are several drawbacks which may interfere with it. To begin with, such bicycles manufactured in the States as have been exhibited at English shows have not in any way impressed those who have seen them. The American bicycle is much rougher in form than those made in this country; although it is, no doubt, well suited to the roads of that continent. But even if the machines were of the best, there are portions of the programme that are impracticable. For instance, some members of the party are to carry bijou cameras, and such "bits" as please the eye of an American artist in the company are to be photographed; whilst those who are not artistic are to combine in hunting butterflies and collecting rare wild plants. Now, a bicyclist may run over Europe in a few weeks; but to do so he must go at a pace which neither

allows of his carrying in his mind any impression of the scenery, nor gives opportunity for picking out the colors of a butterfly, or identifying rare varieties of flowers nestling in a patch of grass or on a ledge of rock. No bicyclist has ever yet written a picturesque description of a run, either at home or abroad; his pace is too rapid. To cover more ground than any previous rider—with that boast he is content. Stripped of these flourishes, the American tour reduces itself to more simple proportions, remarkable, in fact, only for the numbers who are to take part in it. It is in no sense a pioneer run. Our own islands have, of course, been traversed in every direction, and bicycle clubs exist in Paris, Vienna, Geneva, in many cities of Italy, and in Rome. English riders have run through Norway, through France, through Germany, through Switzerland, and through Italy. There are no ranges of mountains reserved for a pioneer run of Americans. The Jura have been ridden again and again; so have the Apennines, and so have the Alps. These Boston bicyclists will find upon a window at an inn in the Simplon, on the Alps, an open hand, drawn as a challenge for any American 'cyclist who reaches the same height to clasp it by drawing another hand across. The scheme, in short, is altogether too juvenile in its character to merit praise. The bicycle does not commend itself to travellers who want to use their eyes and tongues as well as their legs. It is but a hoop turned into a wheel; and those who trundled the one yesterday have mounted the other to-day.

The luxury of the tricycle has yet to be appreciated in the United States, where at present it is very little known. Seated upon a tricycle the rider may amble or gallop as he pleases; he may loiter to take a photograph or to sketch; to hunt a butterfly, or pluck a wild flower, and his machine will carry all the prizes he may collect. Not so the bicycle. The rider, until he is thoroughly *au fait* at the exercise, finds it not very easy to dismount and mount; walking the machine is a feat requiring some dexterity; standing still is impossible. But the tricyclist may go as he lists; sit still as long as he pleases, to watch the landscape or listen to the singing of a bird, and he can dismount and mount again in an instant. Such a vehicle has been the dream of men for a century; but until lately the specimens created bore no more resemblance to the modern tricycle than the old road wagon did to a Pullman express. The hobby-horse did not contain one feature of scientific interest; but the tricycle is scientific in every part, and the result of calculations based upon the highest technical knowledge. Tricycle riding commends itself more to the English than to the French or Italians, because we like to take our pleasures with a dash of exercise about them which our continental friends would shudder at. The art of riding a tricycle is easily

acquired, but its enjoyment depends upon the constant exercise of the judgment in a great variety of circumstances, for which no special set of rules can be laid down. Street riding requires care and a prompt decision under a constantly varying set of facts and combinations, in which an error would result in a serious disaster. Country riding is, of course, free from the risks attendant upon running in the streets of London; but there are times when considerable adroitness of hand is necessary, in combination with quickness of eye, to avoid an accident; whilst in descending a steep hill, the nerve required for the proper managing of the pedals, the brake, and the steering apparatus is by no means contemptible. But after all, a little care places the tricyclist beyond serious risk of any kind, except such as all are exposed to in walking or riding. Probably, then, the greatest surprise for the coming wheelmen from the United States will be to find that the bicycle has in England been supplanted in popular favor already by the tricycle. No one who is familiar with our favorite suburban roads, or with the more ambitious "runs" of London 'cyclists, such, for example, as Ripley, can have failed to notice how each year the bicycles grow fewer, whilst the number of tricycles increases "by leaps and bounds."

It is well within the mark to say that no vehicle has ever risen to such a sure place in public estimation in so short a time. Seven years have not yet elapsed since the first tricycle made its appearance; and now the supply cannot keep pace with the demand. Last year 10,000 new machines were sold, and this year it is anticipated that not only will manufacturers work full time, but that the stocks in hand will be entirely exhausted. Already 10,000 workmen are engaged in the manufacture of tricycles; and capital approaching a million sterling has been sunk in their manufacture. It must not be assumed that because the tricycle is a more steady-going machine that it is, therefore, slow. Only last year sixty-seven gentlemen started off from London early one morning to see how far they could ride in twenty-four hours. The result was remarkable. Four rode two hundred miles; five rode one hundred and seventy-five miles; twenty-one rode one hundred and fifty miles; seventeen rode one hundred and twenty-five miles; and ten rode one hundred miles. But the best score made then was exceeded afterwards by a gentleman in the Midland Counties, who ran two hundred and twenty-one miles in the same period of time. No horse has ever performed such a journey. Nor are these long rides confined to riders of single machines. The Sociable, or double tricycle, is capable of covering a very great distance, even when ridden by a lady and a gentleman, as was proved by the ride a day or two ago from Hyde Park-corner to Bristol, a distance of one hundred and twenty miles, in twenty-three hours. These



achievements show what an admirable vehicle is now in the possession of the public; and though few may care to test their endurance by such long runs, many will find themselves able to enjoy trips, in very short holidays, which have hitherto been impossible. It is the man who is satisfied with covering a few hundred miles leisurely who gets the greatest amount of enjoyment out of his tricycle. A man may ride, for instance, from John o' Groats to Land's End within a fortnight; he may go to Paris, ride from that city to Geneva, and return home by train, within ten days; or he may, starting from Lucerne, ride round the Swiss lakes, cross the Alps, and running down into Italy, pass through the enchanting scenes by Lake Maggiore to Lucarno, and return home within twelve days. The future of the tricycle is assured. A machine which ministers in so many different ways to enjoyment and to health, which fosters the best faculties of the mind and develops independence, is not likely to go out of fashion.

### CURRENT CALAMO

#### A Lamentation.

ALAS, the man was getting old,  
Head rather gray, and heart too cold;  
Full young the wheel that near inclined:  
Ah! this to me by fate assigned?

The thing, alas, was fair in form —  
His head was turned, his heart too warm;  
He wildly roaming went to ride,  
And, trying, flying, still would slide.

When heart on art of speed is bent,  
The smart of haste is accident.  
Too well the meaning many know  
Who rashly go, alas! to woe.

The end, on wheel so fleet and young,  
Needs but the shortest pen or tongue;  
Down hill, heels up, he fell too much,  
At last, alas, he used a crutch.

D.

SEE our special terms to clubs, in an advertisement.

THE New Jersey Division, L. A. W., will meet at Red Bank, N. J., 5th July.

THE *Gazette* advises race committees to refuse the entries of Brooks, of Elmira, and Stevens, of Vineland. Rather hard judgment.

THE board of officers of the Massachusetts Division, L. A. W., held an informal meeting Friday evening, and laid out a programme for the year. Among those present were Chief Consul Currier, Treasurer Kendall, Secretary Harris, Representatives A. S. Parsons, and W. M. Pratt. Some changes in the rules were considered and referred. The chief consul gave notice he would call the first annual reunion and parade of the Massachusetts Division Friday, 5 September, 1884, the exercises to consist of a parade in Boston, and a short run through the suburbs, ending with a picnic lunch, probably at Clyde Park. This reunion is to be followed later by the regular fall

meeting and run of the division early in October.

MR. ED. F. LANDY, of Cincinnati, the young man who made such a good record at the Capital Club races in Washington, met with a serious accident last week. He was spurting on Lafayette avenue, in Clifton (a suburb of Cincinnati), when his foot slipped the pedal and he was thrown with terrific force, breaking both bones of his left arm, and bruising himself otherwise very badly. The bones protruded through the flesh, although fully two hours before a physician could be reached had elapsed he held the "pieces" together, and never uttered a murmur. He is getting along fairly well, but it will be many a day before he can ride again.

THOSE who wish to secure a full set of the WORLD should make haste to do so. We have very few copies of Vol. 2, and, before many weeks it will be impossible to secure a full set. There can be no fuller nor more faithful record of our sport than these volumes present.

GORMULLY & JEFFERY have introduced a new shape of tire, which they are applying to their Ideal. The outer surface, or that in contact with the road, is hollowed, allowing it to flatten out with the weight of the rider, and it is claimed that it can be ridden over roads that, by reason of sand or dust, would be impassable to a bicycle provided with a round tire. The shape also permits it being more completely used, where roads are cut up by wagons, the rubber in such shape being better fitted to get out of the grooves and to cross tracks, as it can hold better to the sides and be controlled by the rider, rather than be controlled by the grooves in the road.

WE are making special inducements for club subscriptions, which we hope to see taken advantage of.

MR. F. P. VINTON, the artist, has given up the tricycle, and taken to the pony Star.

MR. JAMES THOMPSON, of Baltimore, Md., has been appointed chief consul of that State.

ON Saturday, in company with President Hodges and Lieut. Lowry, of the Bostons, and on Sunday, with Chief Consul Weston, we ran over pretty much the whole route of the "Wheel around the Hub." If the roads, on the 6th and 7th of October, are as good as they were last week, the C. T. C. run will be a very enjoyable and easy one.

CONSIDERABLE amusement has been afforded on Columbus avenue, during the past week, by a wheelman promenading up and down the sidewalks, in company with a young lady, and wheeling his bicycle, to which is attached a lighted lantern. — *Globe*.

WE do not know what a man wants to take his wheel with him when out walking for; but the gentlemen referred to above certainly shows his good sense in not attempting to ride on Columbus avenue.

"Two dashing Boston 'cycling bell(e)s, Miss Annie Sylvester and Miss Mary Arlington, held a reception at Batley, near Boston, for 'cyclists and press men.' — *'Cycling Times*."

The young ladies belong in Chicago, and it was there that the reception was held. Probably our contemporary thinks Chicago is near Boston. Further along it is stated that one of the ladies rode a "Gormer" bicycle. This is short for Gormully.

WE tried a Lamson luggage carrier on the Victor tricycle this week, and found it to work first-rate. We put it around the saddle post, under the cross-tube, and bent it over and above the tube, when we had just what we wanted. We had no trouble in fastening an overcoat or a gripsack on the carrier. Make the wire a trifle longer, and perhaps heavier, and you have in your carrier just what riders of the Victor want. Mr. Lamson.

MESSRS. FINKLER and Wapple, of San Francisco, Cal., started on a trip through Southern California, a few weeks since, intending to cover 600 miles on their wheels. Wapple abandoned the trip at Hollister the second day out, his reasons for quitting being that his wheel was enormously heavy, and he was also a victim to poison oak, which he caught while looking about the New Almaden quicksilver mines. Mr. Finkler continued alone, after remaining a day at Hollister. Altogether, he travelled 380½ miles, including a tremendous climb up Mount Hamilton. It took 7½ hours from San Jose to reach the Lick Observatory. At last accounts Finkler had completed his southern trip, and was about to start northward on a similar journey.

THE Missouri Wheel Company is now ready to fill orders promptly for the popular Duryea saddle.

THE Pope Manufacturing Company has received a few samples of Brooks's adjustable saddle. It contains some good features. We should hardly fancy the rough alligator skin used on some of them, but not having tried it can only guess at it.

THE same company has also some of Harrington's saddle clips, which allows the saddle to be removed at any time. A machine without a saddle is not of much use. The removal of the saddle is almost if not quite as effective against thieves as a lock and chain.

MR. W. BOURDON, of Bromley, England, has captured the 100-mile road record for tricycles, having covered the distance in 9h. 8s. Stoppages, 40s. Riding time, 8h. 28m.

DR. H. L. CORTIS is to be congratulated. A daughter.

THE 'cyclists' camp at London was a financial failure.

WALTER J. BLUM was riding on his bicycle along the turnpike, in New Jersey, one day last week, when the rubber tire

suddenly flew off the front wheel. Before the rider could stop the machine, a large black snake that was lying in the road suddenly placed its body in the groove of the wheel, and remained there until the bicyclist reached the end of his journey. We often read and listen to remarkable stories, but this one takes the bakery. — *Ex.*

## 'CYCLISTS' TOURING CLUB

### American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE first annual autumn tour of the American Division will be held in Boston on the first Monday in October, 1884, when the famous "wheel around the Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

THE eighth annual Harrogate Meet will be held on Monday, 4 August, 1884. The chief consul has arranged with four of the leading lines of steamships for the club reduction in rates, so that members (only) can obtain return tickets to Liverpool or London and back, good for twelve months, for from \$100 to \$150, according to location of stateroom. For choice of staterooms, early application is desirable.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): C. D. Batchelder, Main street, Lancaster, N. H.; C. M. Everett, 339 East 79th street, New York City; E. A. Everett, 339 East 39th street, New York City; H. E. Salisbury, 56 West 36th street, New York City; B. F. Wade, Jr., 17 Cheshire street, Cleveland, Ohio.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B. — Consuls wanted in every city and town in Canada.

## RACING NEWS

SECOND ANNUAL RACES OF BINGHAMTON BICYCLE CLUB. — No doubt the local rains kept a good many from attending the Binghamton tournament; but on the morning of the 26th inst. the sun came out and dried up the roads so that quite a large number of wheelmen were present, including clubs from Scranton, Owego, Ithaca, Canandaigua, Elmira, and others. There were nearly one hundred wheelmen in the parade, which wheeled from the club headquarters through the principal streets to the driving park. The races came off at 3 o'clock P. M., and the track was in fair condition, though rather rough on the turns, besides the wind being too strong for fast time. The officers of the day were: Referee, H. F. Lyon; judges, Dr. A. G. Coleman, Canandaigua, N. Y.; Fred. C. Hand, Scranton, Pa.; Edw. E. Kattell, Binghamton, N. Y.; starter, A. W. Clark, Binghamton, N. Y.; timers, E. K. Tarbell, Montrose, Louis Seymour, Binghamton, N. Y.

Frazier and Brooks were both entered for the races, but Frazier did not put in an appearance, so Brooks had it pretty much his own way. First event: One-mile dash, best two-in-three heats, five men started, P. B. Roberts, Cornell University; Geo. H. Camehl, Angelica, N. Y.; John Brooks, Blossburg, Pa.; J. H. Bowman, Williamsport, Pa.; C. Titchener, Binghamton, N. Y. Bowman led the first half, when Brooks and Titchener both passed Brooks finishing first in 3m. 19½s.; Titchener second, 3m. 20½s.; Bowman third, Roberts fifth, Camehl fourth. Second heat, Brooks first, 3m. 20½s.; Titchener second, 3m. 22s. Half-mile novices' race:

	HEATS.	TIME.
J. R. Slagher, Scranton, Pa. ....	1 1 0	
G. H. Wade, Owego, N. Y. ....	3 2 1	1m. 45½s.
P. A. Lorbur, Cornell University..	3 2 1	1m. 45s.
W. C. Bates, Binghamton .....	4 4 0	1m. 46½s.

A very hotly contested race, Slagher passing each time all his opponents on the home stretch. Durkee fell in first heat, Lorbur fell in the third heat just in front of the wire, otherwise he would have won second prize; Slagher first prize, Wade second prize. Two-mile dash: John Brooks, Blossburg, Pa., first prize, 7m. 15s.; H. Fillmore, Scranton, Pa., second prize, 7m. 22½s.; P. B. Roberts, Cornell, third; Gus. Merrill, Scranton, dropped out on first mile. One-mile ride and run, alternate every eighth of a mile, H. H. Stone, Binghamton, first prize, 5m. 15s.; D. W. Scism, Scranton, second prize. Stone could mount and dismount much quicker than Scism and won easily. Three-mile handicap, John Brooks, scratch, first, 10m. 17s.; H. Fillmore, 300 yards, second, 10m. 19½s.; J. R. Slagher, 400 yards, dropped out; Fred Hinds, 400 yards, third, 10m. 21s. The handicaps brought the men well together, and though both Hinds and Fillmore rode a plucky race, the powerful Brooks passed both on the home stretch, winning, with Fillmore a good second, Hinds third. One-mile club handicap, Binghamton men only, C. E. Titchener, scratch, first, 3m. 24½s.; W. C. Bates, 25s., second; A. M. Crandall 15s., third. Titchener won easily, passing his opponents on the home stretch, Bates a good second. Five-mile handicap, John Brooks, scratch, first, 17m. 14½s.; H. Fillmore, 600 yards, second, 17m. 16½s.; John Stafford, Binghamton, 800 yards, third. This was a hard race for Brooks, as Fillmore made it lively for him on the last lap. Fillmore is a fine rider, and, with training, will show up considerably in the future; Brooks first prize, Fillmore second prize. Half-mile, against time, by W. J. Morgan, the noted professional; he allowed C. E. Titchener ten seconds start to set the pace, but he undoubtedly mistook his man, as Titchener finished 12½ seconds ahead; time, 1m. 33½s. One-mile, consolation, Merrill, Hinds, and Camehl started, and it was the closest race of the day, as Merrill passed both his opponents within a few feet of the wire, winning by one half a wheel, 3m. 49½s., Hinds second. Merrill took a bad header after finishing and was picked up insensible, but he soon revived, and found that he was only bruised slightly.

THE races on Boston Common will bring out many new riders, and there will be a large field of starters. Pitman will come on from New York, as usual, and will meet his old opponent, Burnham, in the tricycle race.

TORONTO, 1 July. — The second annual meeting of the Canadian Wheelmen's Association formed part of the semi-centennial programme. About four hundred wheelmen took part in the procession, besides those from all parts of Canada, Rochester, and Buffalo. C. F. Lavender, of Toronto, won the one-mile Canadian championship race in 3m. and 10s. The 5-mile race was won by W. G. Ross, of Montreal, in 17m. 44s.

W. J. MORGAN disputes the right of any bicycle rider to the title of champion of Canada, and claims that the honor belongs to him until he has been beaten in a race for the championship. T. W. Eck and R. A. Neilson claim the distinction. These claims for the championship of countries where there are no riders approach the absurd. Canada has no speedy professional riders. Why don't the professionals issue a challenge for the championship of China and Japan? No one will accept it, and then they may claim the title; or, better, let them get up championships at different distances, and each take one; anything for a title!

H. D. COREY advertises a good chance to buy a Rudge racer.

ELMIRA, N. Y., 1 July. — The ten-mile bicycle race between William Woodside, W. J. Morgan, and H. W. Higham took place here to-day. Higham won by a few feet; time, 37m. 17½s. John S. Prince won the ten-mile race against the trotting horse Lively Boy, who has a record of 2m. 38s.; time, 37m. 42½s. It was intensely hot, and the track was dusty and slow.

MERIDEN, CT., 1 July. — Bicyclists from various parts of New England contested in a race with the

Meriden Wheel Club here to-day. A heavy track and a strong wind kept down the records. The principal event was the attempt of Hendee to lower the one-mile record. He made the mile in 3m. 6 2-5s. W. C. Palmer, of New Haven, won the ten-mile race in 40m. 22 3-5s. Lewis Miller, of Meriden, won the two-mile race in 7m. 25s. In the one-mile ordinary race C. S. Fisk, of Springfield, took the first prize in 3m. 24s. R. F. Way, of Hartford, won the five-mile race in 19m. 44 3-5s.

THE Yale Club is a League Club, and it was not necessary that its races be sanctioned.

OUR reporter credited Frazier with the five-mile amateur race on the third day at Philadelphia, but the race was won by Burnham, instead. Frazier did not enter.

THE following events will be contested at the annual races of the Cleveland Club, 10 July: One-mile club championship, five-mile club championship, for club members only; quarter-mile, half-mile, one-mile, and two-mile bicycle races.

WOODSIDE took second place in the ten-mile professional race at Philadelphia, and Higham the third. Our report did not make this state of things clear.

THE following races have been decided upon for the annual meet of the Ohio Division at Cleveland, Ohio, 18 and 19 August. The value of the prizes will be over \$1,000: Quarter-mile, open; half-mile, open; one-mile, State championship; one-mile handicap, open; one-mile novice, open; two-mile, State championship; two-mile handicap, open; three-mile, open; five-mile, State championship; ten-mile, open; half-mile tricycle, open; one mile tricycle, State championship. State championships are open only to Ohio L. A. W. men, the others to all amateurs. Entrance fee, fifty cents for each event. Entries close 10 August, and should be sent to Alfred Ely, Jr., 873 Prospect street.

MINNEAPOLIS, 7 June. — Games of the M. A. C.: One-mile race, Grant Bell (1), 5m. 27½s.; Geo. Nickerson (2).

MONTREAL, 21 June. — Races of the Montreal Club: One-mile race, for non-winners, G. R. Angus, first, in 3m. 39s.; J. R. Scales, second. Half-mile race, heats, two in three, G. S. Low, first, in 1m. 36½s., 1m. 43½s.; F. Campbell, second; J. H. Low, third. Three-mile race, roadsters, thirty-five pounds or over, P. E. Doolittle, first, in 11m.; M. F. Johnston, second; F. Campbell, third. One-mile race, third class, J. G. Ross, first, in 3m. 42s.; J. T. Gnaedinger, second. One-mile race, open, C. F. Lavender first, in 3m. 15s.; G. S. Low, second, in 3m. 15½s.; F. C. Holden, third, by 1s.; W. G. Ross, fourth. One-mile sociable tricycle race, Merrill brothers, first, in 4m. 43½s.; A. T. Lane and R. Smyth, second. Two-mile race, second-class, M. F. Johnston, first, in 7m. 20s.; J. G. Ross, second, in 7m. 21½. Fancy riding, Oliver Brumel, first; P. E. Doolittle, second; G. H. Hill, third. Five-mile race, C. F. Lavender, first, in 17m. 41s.; P. E. Doolittle, second, in 17m. 42s.; F. Campbell, 0; J. H. Low, 0; F. C. Holden, 0.

MISS ELSA VON BLUMEN has entered the racing field once more, and will compete against a horse at Providence on the 4th.

DENVER, 15 June. — A. S. Jones, bicyclist, was beaten by the trotting horse High Winds in a five-mile race. Time, horse, 17m. 17s.; bicyclist, 19m. 39s.

THE arrangements are completed for the races on the 4th at Lynn. The following gentlemen have been appointed to take charge of the races: Referee, F. S. Winship; judges, Frank J. Faulkner, George Richardson, and Everett Libby; starter, Walter O. Faulkner; clerk of the course, W. H. Pervear.

RACE meetings invite us to send some one to ride the Star, and to help make such meetings interesting; some of our boys go and do the best they can, but not infrequently we hear expressions from the audience that they belong to the manufacturers of the Star, etc. In

reference to Mr. Frazier, we wish to say that he owns his machine, as he won it last year. We informed a number of Star riders that we would present a Star machine to the first one who made a mile in less than three minutes under League rules, and to be timed by crank watches or proper authorities. Frazier made a mile in less than three minutes at Springfield, and subsequently at New Haven in the very good time of 2m. 50s. We do not pay him to ride; he takes his chances with others for prizes. When at home he works in the shop, being an apprentice and learning the trade of a machinist, and he does his practising after working hours in the evening on a nine-lap track. He is of good, industrious parentage, and will prove himself to be a gentleman wherever he goes. He is less than eighteen and growing, and is, therefore, not in full strength, but in another year it is probable he will exhibit some little speed. — *Mechanic.*

## WHEEL CLUB DOINGS

THE Boston Club had a most successful run on Saturday. A goodly number of the active members ran on their wheels to the Massapoag House, Sharon. Some of the associate members drove out on a tally-ho! The return to the city was made next day. This run was one of the most enjoyable the club ever had, and shows how the active and associate members can hitch steeds with benefit to both.

THE skating rink erected by the Rutland Bicycle Club will be dedicated 4 July. The building cost \$15,000.

ON 14 June the semi-annual election of officers of the Capital Bicycle Club took place, and Mr. Leland O. Howard was re-elected president by acclamation. Mr. Howard declined the honor, and the following officers were elected: President, Charles Flint; vice-president, J. West Wagner; recording secretary, John T. Loomis; corresponding secretary, Walter S. Dodge; treasurer, Clarence G. Allen; captain, Benj. W. Hanna; sub-captain, W. F. Crossman; junior sub-captain, DeL. W. Gill.

LYNN CYCLE CLUB. — Organized 19 June: President, S. S. Merrill; vice-president, John A. Riley; secretary, J. H. Sherman; captain, Will. C. Stewart; first lieutenant, F. F. Richards; bugler, Chas. H. Fields. Starts with forty members and will establish headquarters.

THE run to the New Hampshire beaches projected by the Manchester and Rockingham Clubs has developed into a gathering of the L. A. W. members of the State. The Concord, Penacook, Weare, and Derry clubs having accepted the invitation of the Manchesters, and a good attendance being assured, Chief Consul Philbrick has issued a call for the second annual run of the New Hampshire Division of the League of American Wheelmen, from which we quote: "The Manchester Club and its party will take train to Epping camp ground, thence wheel to Exeter, Hampton, and Little Boar's Head, where they will meet the Rockingham Club and party. Dinner at the Farragut House; after which the Rye Beaches, Hotel Wentworth, and other points of interest will be visited, the run ending at Portsmouth in time for the evening trains for Manchester." A special car has been secured for wheels by the Manchester committee, as at least thirty-five wheels will go from that station. The attendance at this run is expected to exceed that of the Kambliers at Portsmouth, which was over sixty, the largest gathering of wheelmen ever in the State.

## BOOKS AND PAGES

WHEELS AND WHIMS. — This is the title of a little work which comes to us from Connecticut, though it bears the imprint of a Boston publishing house. It is modestly called an "etching," and it gives the experience of a party of lady tricyclists who make a trip on their wheels down the Connecticut Valley.

Before starting, the ladies take a solemn oath of loyalty to the party, agree to make no communication with those they may happen to meet en route, provide themselves with blue glasses, and one real pistol for the party and three toy pistols, and make other promises of like tenor. It is needless to say that the rules were lived up to about as closely as those of any other wheel organization. The book is very breezy, and the story is well told. There is a little love episode which forms an important part of the narrative and lends an interest. The illustrations detract from the excellence of the work. Miss Florine Thayer McCray and Esther Louise Smith are joint authors. Published by Cupples, Upham & Co., Boston.

MASSACHUSETTS HAND-BOOK. — The Massachusetts Division has prepared and distributed to its members a very neat and well-arranged hand-book. It contains the rules of the division, officers, consuls, hotel list, with rates and discounts, places for repair, general description of the State, routes, and a list of the towns and cities in the State, with the quality of the riding in each. The book was compiled by Mr. E. K. Hill, last year's chief consul, and evidences a large amount of time and labor given by him to the interest of the division.

WHEEL SONGS. — Among all those who have courted the muse in favor of the wheel, Mr. S. Conant Foster stands pre-eminently at the head. His verse is always easy and graceful and never halting, and his narrative is presented in a taking manner. His many friends will be glad to know that he has issued a collection of his verses under the title "Wheel Songs." The volume is beautifully illustrated and contains many of the poems that have appeared in the *Wheelman* and the *World*, and many that see the light for the first time. Among the old friends are "Benedicite," "A Midwinter Reverie," "Si Plunkett," "Bicycle Riddle," and "Tobias Isaias Elias." The work is published by White, Stokes & Allen, New York.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

E. L. D. — American, 42 2-5; English, 40 3-5.

S. T. H. — All machines should be started from the drivers. The Star should have its large wheel on the mark. The League rules conflict in this matter, for they say that the start and finish should be made by the drivers, and yet they provide for the breaking of a tape at the finish. This gives an advantage to the Star, for it is started from the driver and allowed to finish by the front bar.

H. S. L. — Money received. Find receipt in last paper.

SUBSCRIBER. — (1.) We should say from two to three inches. Place it where it feels most comfortable, but don't have it closer than 14 inches or more than three inches. (2.) We supposed the contract called for a weekly issue, but we have not received it regularly.

## FIXTURES

Friday, 4 July:

City of Boston bicycle races on the Common.  
Races of the Marblehead Club.  
Races under the auspices of the Lawrence Club.  
Annual race meeting of the Wilkesbarre, Penn., Club.  
Cycle races at Lynn, Mass.  
Races under the auspices of Williamsburgh Athletic Club, Brooklyn, N. Y.  
Road race of the Rutland Club.  
Races at Columbus, Ind.  
Races at Troy, N. Y.  
Races at Providence, R. I.  
Excursion of the Roxbury Club.

Thursday, 10 July:

Races by Cleveland Club.

Sunday, 13 July:

Start of the Detroit tourists.

Niagara to Boston tour. Leaves Chicago on evening train. Leaves Detroit next morning, arriving at Niagara Falls in afternoon. Tour leaves International Hotel, Niagara Falls, morning of 15 July. Wheelmen invited. Description of tour with map furnished, on application to B. B. Ayers, manager, 185 Michigan avenue, Chicago.

Tuesday, 29 July:

Kennebec tourists start from Eastern Depot, Boston, at 9.00 A. M. F. A. Elwell, manager.

Tuesday and Wednesday, 23 and 24 September:

Race meeting of New Haven Club on Hamilton Park.

# THE Bicycling World

[ESTABLISHED 1870.]

## TO BICYCLERS

Who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, t-avelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines, — in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests.

## SUCH A JOURNAL

## THE BICYCLING WORLD AIMS TO BE.

COMPLIMENTARY SAMPLE COPIES are occasionally sent to parties connected with the interests specially represented in its columns. Persons so receiving copies are requested to examine the contents, terms of subscription, and give it their own patronage, and, as far as practicable, aid in circulating the journal, and making its value more widely known to others, and extending its influence in the cause it faithfully serves. Samples sent on request.

## THE SUBSCRIPTION PRICE

IS ONLY

\$2.00 per annum. \$1.00 for six months.

And we will send it three months for sixty cents.

## SPECIAL OFFER TO CLUBS.

We will furnish club copies of the *World* for \$1.00 a year. This subscription must be voted by the club, paid for out of the treasury, and sent to the club headquarters. We cannot send the paper to the address of any officer under this arrangement, and clubs that have no headquarters cannot avail themselves of it.

SPECIAL TERMS TO AGENTS. SEND FOR CIRCULAR.

## COMBINATION OFFERS.

*World* and *Wheelman*, \$3.50; *World* and *Wheel*, \$2.50; *World* and *Cyclist*, \$4.25; *World* and *Tricyclist*, \$4.60.

Bound Volumes of the *World* from 1 to 8, \$2.00 each; the set for \$10. American Bicycling Journal, \$4.50.

E. C. HODGES & CO.,

PUBLISHERS,

8 Pemberton Square,

BOSTON, MASS.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—An 1884 Extra Challenge, all ball bearings, enamel, with levers, links and usual parts nickelled, almost new; price, \$160; also an 1883 Victor tricycle, run less than 200 miles, in first-class order; price, \$110; will exchange either machine for a Convertible Sociable. Address, G. F. Harwood, Worcester, Mass.

**FOR SALE.**—A 56-inch British Challenge, all nickel except fellows, Eulous ball pedals, H. & T. alarm, new this spring, in perfect order; write for price CUTTER & METZ, Utica, N. Y.

**\$125** will buy a 54 Xtra Challenge, balls all round, dropped handles, cradle-spring; in fine condition; looks good as new; not a defect in it. LOCK-BOX 18, Castile, N. Y.

**A BARGAIN.**—A Victor tricycle, for sale low; a good chance to get a machine. Call for No. 225, at STALL & BURTS, 509 Tremont street, Boston.

**FOR SALE.**—A 55-inch F. N. Special Harvard bicycle; been used carefully six weeks; in perfect order; price, \$125; owner wants larger machine. Address, E. D. STEELE, Box 375, Middletown, Conn.

**FOR SALE.**—One 51-inch Star; one 50-inch English Club, nickelled except rims, double balls front, single to rear wheel; one full-nickelled Ideal; these machines are in fine condition, about as good as new, but the price very low. Address, BOX 204, Willimantic, Conn.

**WANTED.**—A wheelman, of good character and ability, well acquainted with use and structure of bicycles, both Star and Crank machines, desires a situation in some cycle warerooms, with salary large enough to live honestly on. Best of references given. Address, L. A. W., No. 3639, Box 241, Northampton, Mass.

**RUDGE RACER FOR SALE.**—A 53-inch Rudge Racer, latest pattern, rat-trap ball pedals, good as new, used only at Springfield; price, \$115; cost \$142.50. H. D. COREY, 10 milk street, Boston.

## R. V. R. SCHUYLER,

17 BARCLAY, NEW YORK,

AGENT FOR

The "American Club" and "Club" Bicycles,

The "Cheylesmore," "Imperial," and "Club Sociable" Tricycles,

Manufactured by Coventry Machinist Co.,

The "American Sanspareil" Roadster,

Manufactured by Wm. Andrews, Birmingham, England,

And The "American" Roadster.

A FULL LINE OF BICYCLE HELMETS, SHOES AND ENGLISH SUNDRIES.

REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.

## THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

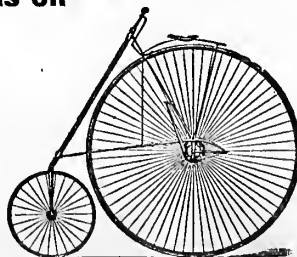
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



## THE STAR LAMP,

LUGGAGE CARRIER and TOOL BAG.

Send for Illustrated Catalogue.

Mention this paper

ZACHARIAS &amp; SMITH, Makers. Newark, N. J.

## MISCELLANEOUS.

**MISSOURI WHEEL COMPANY, St. Louis, Mo.,** Richard Garvey, president; L. Lueders, secretary; exclusive agency of the Standard and Expert Columbia Bicycles, Harvard, Yale, Cornell, Star, Rudge, Challenge, Facile, and all high-class imported bicycles; also for the Victor, National, Rudge, Premier, Salvo, Apollo, Coventry and Coventry Convertible Tricycles. Repairing, nickelling and japanning. 210 and 212 N. 12th street.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**BICYCLE LEGGINS.** Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

**ST. LOUIS WHEEL COMPANY, No. 1121, Olive street, C. E. STONE**, manager, sole agents for the celebrated Sanspareil bicycles, the Sanspareil, American, Light Roadster and Racer. Agents for all high-class machines. Repairing, nickelling and enamelling promptly done. Brazing, turning, forging, and all kinds of machine work at bottom figures. Dealers in second-hand bicycles. Send for printed list.

**THE PERFECTION CYCLOMETER** is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

**H. B. HART, No. 813 Arch street, Philadelphia, Pa.** American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

**LYRA BICYCLICA.—FORTY POETS ON the Wheel**, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO



## BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to **GUMP BROS., Dayton, Ohio**, for large Illustrated Price List of New and Second-Hand Machines. Second-hand BICYCLES taken in exchange.

BICYCLES Repaired and Nickel Plated.

30 DAYS TRIAL

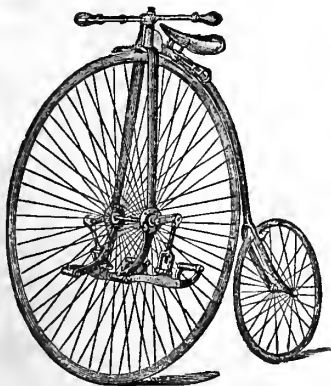
DR. DYE'S

**ELECTRO-VOLTAIC BELT** and other ELECTRIC APPLIANCES are sent on 30 Days' Trial TO MEN ONLY, YOUNG OR OLD, who are suffering from NERVOUS DEBILITY, LOST VITALITY, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE, resulting from ABUSES and OTHER CAUSES. Speedy relief and complete restoration to HEALTH, Vigor and MANHOOD GUARANTEED. Send at once for Illustrated Pamphlet free. Address

VOLTAIC BELT CO., Marshall, Mich.



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The celebrated **FACILE** has been amply proved by experience in both England and America to be the **Perfection of Roadsters**, being Safe, Swift, Comfortable, and Incomparable as a Hill-climber. Its best record in 1883 was 242½ miles in 21½ hours. Its latest performance, May 17-24, 1884, was across England from south to north, 924 miles, inside of 7 days, averaging 132 miles a day, and closing with a run of 190 miles on the last day. This is **three days ahead** of the best record, and **beats the world**.

The Facile is neither "Boy's Machine" nor toy. It claims and holds no second place, but **in EVERY material respect is SUPERIOR to any Bicycle made.**

**EASY** {  
by Name.  
by Nature.  
Every way.  
Everywhere.

Call and see it, or write for full descriptive  
Price List to the Sole American Agency,

15 Park Place, New York.

**J. WILCOX, Attorney and Agent.**

{  
to Mount.  
to Learn.  
to Guide.  
to Drive.

**EASY**

### THE

## "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

**The Strongest, The Most Rigid, and The Handsomest Bicycle**

NOW ON THE AMERICAN MARKET.

See what Henry Sturmey, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

**STANDARD FINISH.**

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold. Crated and fitted with handy tool bag containing spanner, spoke wrench and niler. 50-inch, **\$125.00**

**FULL NICKELLED.**

Every part on copper, except felloes, which are painted and striped as above. **\$137.50**

**DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO**

**SAMUEL T. CLARK & CO., Importers.**

**Franklin Building, Baltimore, Md.**

Photo. of American Sanspareil and Sturmey's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

**SPECIAL IMPROVED**

## American Star Bicycles.

### STALL & BURT,

509 TREMONT STREET, ODD FELLOWS' HALL,

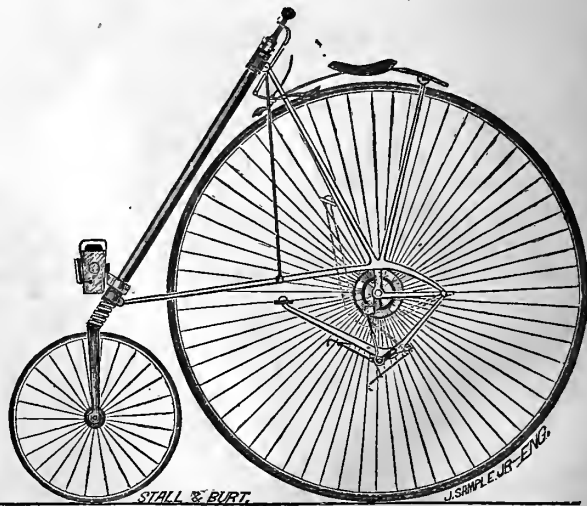
BOSTON, MASS.

## VICTOR TRICYCLES,

**BALL BEARINGS ALL 'ROUND.**

Star Lamp and Attachment, Japanned, \$3.00; Nickelled, \$8.00.  
Star Alarm, \$3.00. Star Bag, \$2.00.

Cut this out and inclose with Stamps for 24-page Illustrated Catalogue.



# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.  
Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 11 JULY, 1884.

Volume IX.  
Number 10.

O. W. CO.  
**LAMPS.**

Brass-Nickelled.

Deep Reflectors.

HUB AND HEAD.



BETTER GOODS

FOR

Lower Prices.

NICKEL

AND

BLACK.

SEE THEM BEFORE YOU BUY.

OVERMAN WHEEL CO.

CHICOPEE, MASS.

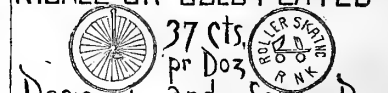
THE NEW  
**BICYCLE BUTTONS**

Are Supplied by  
G. W. SIMMONS & CO., Boston, Mass.

BICYCLE & SKATING RINK  
BUTTONS



75 cts. pr Doz  
NICKLE OR GOLD PLATED



37 cts. pr Doz  
Designed and Sold By  
G. W. SIMMONS & CO. BOSTON  
Send for Samples of Suits & Buttons

BICYCLE SUITS A SPECIALTY.

Send for Samples and Circular.

G. W. SIMMONS & CO.,  
OAK HALL, BOSTON.

**THE YALE BICYCLE FOR 1884.**

We are now in a position to supply this machine in all sizes within one week of receipt of order. The **TRIPLE BALL BEARINGS** now applied by us to the front wheels of the **YALE** have already achieved success beyond our most sanguine expectations.

Among the expressions of commendation which we have received, a well-known rider coins a new word, and says: "No one can wholly understand what is meant by a free-running bearing until he mounts a stiff hill on 'A TRIPLE BALL BEARING'D YALE!'"

The "**YALE**," "**HARVARD**," "**CORNELL**," and "**TANDEM**" Bicycles are described and illustrated in our Bicycle Catalogue, while in our Tricycle Catalogue will be found full descriptions of the "**AMERICAN SALVO**," "**AMERICAN METEOR**," and "**DUAL**" **SOCIABLES** and **SINGLES**, as well as two most interesting articles on Tricycling, from the pens of eminent writers. Either Catalogue sent, post free, for a two-cent stamp.

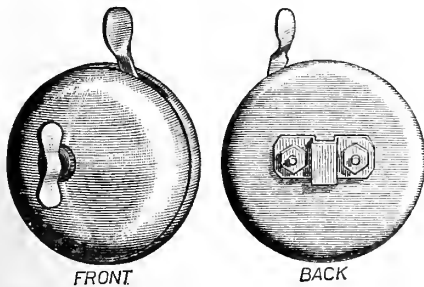
**THE CUNNINGHAM COMPANY,**

ESTABLISHED 1877,

ODD FELLOWS' HALL - - - BOSTON, MASS.

## THE PERFECTION ALARM,

FOR BICYCLES AND TRICYCLES.



Acknowledged to be the BEST. Easily Operated. Automatic and Instantaneous. For sale by all leading dealers.

G. R. BIDWELL, Manufacturer,

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ALSO, DEALER IN

BICYCLES, TRICYCLES.

WHEEL GOODS OF ALL KINDS.

*Bicycles on Easy Terms.*

SEND FOR CIRCULARS.

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ROYAL MAIL,

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— AND —

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Sole Retail Agents for Boston,

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Repairers, Nickel Platers and Painters.

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— A Large Stock of New and Second-hand Machines constantly on hand Repairing at low rates.

# HOSE! HOSE!

WHOSE HOSE?

**HART'S  
BALL WOOL  
BICYCLE HOSE**



**H.B. HART.**  
No 311 ARCH ST.  
PHILADA. PA.

PRICE,

*\$1.10 per Pair.*

COLORS.

Garnet,

Green,

Blue,

Black.

Send Three Cents for Hart's Price

List of Sundries.

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[ESTABLISHED 1879.]

TO BICYCLERS

Who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, t. avelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines,—in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests.

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And we will send it three months for sixty cents.

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E. C. HODGES & CO.,

PUBLISHERS,

8 Pemberton Square,

BOSTON, MASS.

# THE ROYAL MAIL

## AT PHILADELPHIA!

Seven 1st Prizes. Two 2d Prizes.



The following races were won on the "Royal Mail":

Burnham won  $\frac{1}{2}$  mile race.

" " 2 " " lowering the record.

" " 5 " "

Powell " Philadelphia Championship.

Prince " 5 mile race, lowering record.

" 10 " " " "

" 10 " " versus horse "Scotland."

Also at Boston, July 4, three 1st prizes won by Royal Mail.

It occasioned much favorable comment for its rigidity, strength, fine fittings, and finish. We confidently recommend it as the **Best Light Machine**, and invite an examination at our warerooms.

WM. READ & SONS - - 107 Washington Street,

SOLE AMERICAN AGENTS.

### HARWOOD'S ADJUSTABLE SAFETY STEP.



No. 3.

We are ready to take orders for an Adjustable Step to fit any style of Bicycle.

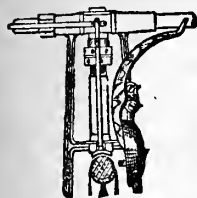
Wheelmen in ordering will give diameter of backbone at the point the step is to be placed. Send stamp for circular.

G. F. HARWOOD,

P. O. Box 381.

WORCESTER, MASS.

### THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;  
OUT OF THE WAY;  
NOT EASILY BROKEN;  
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

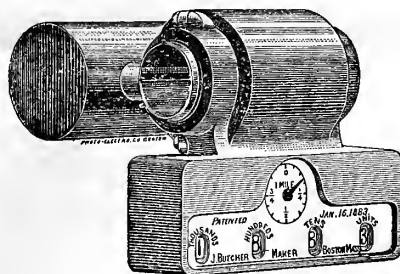
### The Butcher Cyclometer

IS

ALWAYS RELIABLE,

AND

Can be Read from the Saddle.



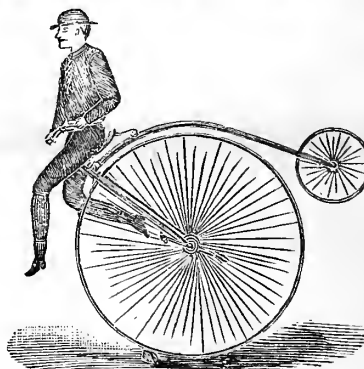
It registers to ten thousand miles and then returns to zero. It weighs less than twenty ounces. The weight which holds the dial always upward can be easily removed and a lamp substituted in its stead.

In ordering, mention size and make of wheel. Price, \$10.00. Send P. O. Money Order or N. Y. Bank Draft, payable to the

BUTCHER CYCLOMETER CO.,

338 Washington St., Boston.

### THE LILLIBRIDGE SAFETY Handle Bar.



[From an Instantaneous Photograph.]

We have recently developed a method of attaching our SAFETY BAR to all the leading makes of machines without changing or marring them in the least. It can be attached by the rider himself in one minute, is fully guaranteed, and will be sent C. O. D. on three days' trial.

Send for Circulars.

LILLIBRIDGE BROS., Rockford, Ill.



# TRICYCLE RIDERS

## SAY OF THE NEW VICTOR:

"I like trike very much. I never took a machine apart where all parts (nuts, screws, etc.) fitted so nicely."

W. I. WILHELM,  
(Wilhelm & Curtis,)
   
READING, PENN.

"The tricycle is a beauty. Please send me the next higher gear. I can't go fast enough. I am several years younger than I was *two* weeks ago."

WM. CLEMSON,  
MIDDLETOWN, N. Y.  
(Mr. Clemson tells us he is "as near seventy as sixty.")

"The machine runs very fine. Do not think it could possibly work better."

R. P. JUDSON,  
HARTFORD, CONN.

"New Victor is a beauty."

E. H. CORSON,  
ROCHESTER, N. H.

"I consider the Ribbon Steering Gear perfection."

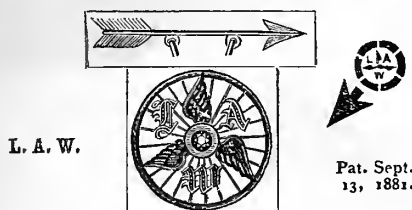
E. K. BRADLEY,  
MERIDEN, CONN.

SEND STAMP FOR CATALOGUE.

## OVERMAN WHEEL CO.

Chicopee, Mass.

### LEAGUE OF AMERICAN WHEELMEN'S



### BADGE PINS.

For the official design in gold, send to C. H. LAMSON, Portland, Me., the only authorized maker. Prices for hand some solid gold pins with garnet stone centres, \$3.50, \$5.00, \$7.00, and \$8.00 each, according to finish and kt. Orders by mail, enclosing cash or P. O. order will receive prompt attention.

Also on sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia at H. B. Hart's, 811 Arch St.; in Boston at The Pope Mfg Co.; in New Haven at The American Bi. Co., 79 Orange St.

### BICYCLERS SHOULD INSURE AGAINST ACCIDENTS!

In the

### Mercantile Mutual Accident Association.

THE OLDEST AND BEST IN NEW ENGLAND.

\$25 Weekly indemnity, \$5,000 in case of death by accident. Cost not over \$10 a year. Send for Circulars to

EDW. P. BURNHAM, Agent.  
Box 609. Newton, Mass.

### B. SCHULENKORF & SON, MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

BICYCLE UNIFORMS A SPECIALTY

1141 WASHINGTON STREET,

Near Dover Street,

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### THE PRACTICAL LAMPLIGHTER.

Simple in construction, readily attached, affords convenient and efficient manner for lighting a lamp out of doors, regardless of the wind. By its use the vexatious delay and difficulty of lighting a lamp is obviated. The match is lighted in a space protected from the wind by two metal discs, from which the match is passed to the wick. No cutting off of matches. No caps or percussion tapes. *Will not rattle.* Pat. applied for. Price, 50 Cents, mailed on receipt of price. Liberal discount to the trade. Address J. C. McNAB & CO., Box 350, Rochester, N. Y.



Patented in England and the United States.

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Published every Friday

—BY—

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BOSTON, 11 JULY, 1884.

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## Publishers' Announcement.

THE price of the WORLD per single copy will be reduced from seven cents to five cents on and after this date.

E. C. HODGES &amp; Co.

BOSTON, 2 June, 1884.

## CUSTOMS DUTIES.

EVER since the little episode of Mr. Elwell with the custom house officials of New York, there has been some doubt as

to what rulings the collectors would make under varying circumstances. The opinion of Secretary Folger was somewhat blind, but the fairest interpretation was that machines that had once paid duty and were taken from the country and returned as personal effects should be admitted free. Such, at least, was the state of facts in the Elwell case, and on which the ruling was made, as we understand them. Being somewhat blindly put, various conjectures were made, and some were led to believe that all 'cycles brought into the country as personal effects would be admitted without charges. Previous to Mr. E. K. Hill's departure from England, he wrote to the collector of the port, at Boston, asking for his opinion on certain suppositious cases. Mr. Hill's correspondence with the department has been submitted to us. As the result, Mr. Hill is led to believe, and we agree with him, that while Collector Worthington would not definitely commit himself to any line of policy, that, under some circumstances, 'cycles may come in free of duty. Mr. Hill writes that the department settles the question that tricycles should be treated the same as bicycles, in the affirmative. And that, 1. American made machines can be taken out and returned with owner without duty. In such cases they had better be reported at the custom house before leaving to make identification easy. 2. Foreign made machines, having paid duty and used here, would also enter free. 3. Foreign made machines having paid duty, taken out new, and returned unused (an unlikely case), would probably have to pay duty again upon entry. 4. The same, taken out new and brought back after unquestionable use, would probably be admitted free. 5. A foreign-made machine, purchased and used abroad, would probably be admitted free, if the use was apparent, and it was brought in for personal use. 6. The same brought in new would pay duty. The last four points are but conjectures, based on Collector Worthington's opinion, and cannot be definitely settled except by test cases. This is the latest light we can obtain on the subject, and we trust it will be of some service to such of our readers as may contemplate the personal importation of a bicycle or tricycle.

WHERE will it end? We may well be surprised at the wonderful performances

that have been made over that famous 'cycling road from John o' Groats to Land's End. Though Adams's performance on the Facile was little short of the marvellous, it has been beaten, and on an ordinary two-wheeler. News has just reached us through the medium of the press, that Jas. Lennox made the trip across the island of Great Britain in six days nineteen minutes fifteen seconds. This beats Adams's record by over four hours. We do not know what machine was ridden, but Mr. Lennox used to put his faith in a Rudge.

THE following purports to be a copy of the surveyors' certificate that the Philadelphia track is of full length:—

PHILADELPHIA, April 29, 1884.

C. E. UPDEGRAFF, secretary and treasurer.

Dear Sir,—This is to certify that we have carefully and exactly laid out a quarter-mile bicycle course eighteen inside of the pole at the park, Broad and Dickinson streets, Philadelphia, on Wednesday, the 21st inst.

Very respectfully yours,  
 FOWLER & LUMMIS.

We do not wish to be thought critical, but if the above is a true copy of a certificate the certificate itself is a very queer one. According to it the measurements were made inside the pole instead of "from" it. And there is nothing in the certificate to indicate whether even if measured from the pole it was eighteen inches, feet, or what. A later certificate from Mr. Fowler puts the matter in a little different light.

## THE AFFIDAVIT.

STATE OF PENNSYLVANIA, COUNTY OF PHILADELPHIA, ss.—Before me, the subscriber, one of the notaries public in and for said county, personally appeared Henry B. Fowler, of the firm of Fowler & Lummis, civil engineers, Philadelphia, Pa., who, being duly sworn according to law, doth depose and say, that at the request of Mr. C. E. Updegraff, secretary and treasurer, on 21 May, 1884, he carefully and correctly laid out a quarter-mile bicycle track, measuring full thirteen hundred and twenty feet eighteen inches from the pole, at Jumbo Park, Philadelphia, Pa.

[SEAL] HENRY B. FOWLER.

Sworn and subscribed before me, this second day of July, A. D. 1884.

THOS. S. WILTBANK,  
 Notary Public.

The chairman of the racing board, whose residence is in the vicinity of Jumbo Park, is doubtless in a position to throw some light on the matter. The

great trouble with the whole matter is that the pole, consisting of a row of pegs, may be here to-day and there to-morrow.

#### 'Cyclists and the Parks.

A DEPUTATION from the National 'Cyclists' Union, introduced by Viscount Bury, waited Tuesday, 17 June, upon Mr. Shaw Lefevre, First Commissioner of Works, in reference to the opening of certain of the London parks to bicyclists and tricyclists, and also with regard to uniformity of regulations throughout the country. Among the members of the deputation were Major-General Christopher, Mr. Robert Todd, honorary secretary to the 'Cyclists' Union, and Mr. E. R. Shipton, secretary to the 'Cyclists' Touring Club.

Viscount Bury, addressing the first commissioner, referred to representations that had been made to him with regard to the admission of bicycles and tricycles to the parks, and said that the Tricycle Union represented tricyclists only; the National 'Cyclists' Union represented the general body of 'cyclists, which comprised bicyclists and tricyclists. Therefore, on hearing what were the proposals which had been made to the first commissioner, they called a meeting of the executive council of the 'Cyclists' Union, and appointed a committee to discuss the proposals they should make on the present occasion.

The request then they had to make was that they should be admitted to certain specified roads through the parks, and which roads they had named in their letter. There was another point on which they should like to ask the opinion of Mr. Shaw Lefevre. The by-laws of the various towns and municipalities were framed on varying models. It was very essential that the whole country should be uniform in point of by-laws. It was desirable that there should be legislation, and that some one should have the power of regulating the traffic. Therefore, they asked the first commissioner of works whether he was prepared to bring in a bill to regulate velocipede traffic throughout the country; or, if he did not think fit to do so, whether he would support a bill brought in by the National 'Cyclists' Union?

Mr. Shaw Lefevre, in reply, said—Gentlemen, I have now had the opportunity of hearing what you had to say, and I am bound to observe that you have put your case forward in a very temperate manner, and that you recognize the difficulties in the way of making full admission to the parks for bicycles and tricycles. At the same time you have represented to me your strong view that it would not be desirable to make a distinction between bicycles and tricycles; and I am bound to say that, having given my full attention and consideration to the subject, I agree with you that I do not think it would be advisable or possible to make a distinction between these two classes of vehicle. You then ask the

government that both bicycles and tricycles may make use of certain parks for the mere purpose of passage, and not for parade or exercise, which would be to the inconvenience of general traffic.

I am not myself indisposed—the government will not be indisposed to make some concessions to both bicycles and tricycles in this respect; and I will consider, therefore, under what conditions and regulations it will be possible to admit bicycles and tricycles to Victoria, Battersea, and Regent's Parks, subject to this, that it is for the purposes of traffic, and not for the purposes of exercise, still less for the purposes of parade or processions. The admission must always be subject to such rules as it may be found necessary to lay down with regard to the speed of these vehicles, and so forth. I need hardly say that racing would not be allowed. I may state that, first, no racing will be permitted; second, that the admission will only be allowed for the purposes of traffic, and not for the purposes of exercise; and, third, that anything like parades and processions will not be permitted. But, subject to these conditions, I am disposed to sanction your application so far as concerns Victoria and Battersea Parks, and that portion of Regent's Park, from the Baker street entrance to the northeast corner. With regard to legislation Lord Bury has asked me whether I am prepared to bring in a bill with regard to the regulation of 'cyclists' traffic. I do not think the government would be prepared at present to undertake such legislation. I will communicate with the government, and ascertain what their views may be with regard to it in the event of any private member bringing in a bill.

I fully recognize that it is desirable there should be legislation generally on the subject, but until the question is brought before the government I cannot promise that the government will undertake it.

Viscount Bury, in reply to Mr. Shaw Lefevre, said the maximum speed of a tricycle or bicycle on an open road should be eight and ten miles respectively.

Major General Christopher stated that in towns they went at about the speed of a cab.

MR. SHAW LEFEVRE.—I will not now positively lay down any regulations under which the admission can be permitted, but I promise to carefully consider them. But until the conditions are laid down nothing can be done. No time will be lost in the matter, and I will communicate with you upon the subject.

With expressions of thanks the deputation then withdrew.

[This is an important victory for the National 'Cyclist's Union, and English 'cyclists. The Tricycle Union tried to gain admission for tricycles only, but the attempt seems to have proved a failure. The application for admission to the parks does not include Hyde Park and Richmond Park.—ED.]

#### English Championships.

THE one-mile bicycle and twenty-five mile tricycle championships were contested at Lillie Bridge, 21 June. The one-mile race was very unsatisfactory, the final heat being won by H. A. Speechley, in 3.30½. Liles and Gaskell were his competitors, but they made it a waiting race, and were beaten on the final spurt. The last lap was made by the winner in 36½. The Englishmen were not a little chagrined to see this championship decided in such slow time, when either of the defeated men are capable of making a mile under 2.45. A. H. Robinson (Doodle) appeared in this race, but was defeated in the third heat by Speechley, who made the mile in 3.22.

The tricycle race was a good one, and many records were broken. C. E. Liles was the winner in 1h. 28m. 58s.; Webb (2), 1h. 29m. 17s. The following new records were made:—

12 miles, P. G. Hebblethwaite...	42.30
13 miles, S. Lee.....	46.05
14 miles, C. E. Liles.....	49.21
15 miles, C. E. Liles.....	52.53
16 miles, H. J. Webb.....	56.29
17 miles, C. E. Liles.....	1.07
18 miles, C. E. Liles.....	1.3.30
19 miles, C. E. Liles.....	1.7.15
20 miles, C. E. Liles.....	1.10.50
21 miles, C. E. Liles.....	1.14.33
22 miles, C. E. Liles.....	1.18.3
23 miles, C. E. Liles ..	1.21.43
24 miles, C. E. Liles.....	1.25.21
25 miles, C. E. Liles.....	1.28.58

A new professional championship for twenty miles was contested at Belgrave Grounds, Leicester, 21 June. Great interest was shown in the race, inasmuch as the three cracks, Howell, Wood, and Lees were entered. It resulted as follows: Howell (1), 1.1.½; Wood (2), by a foot; Lees (3).

#### Niagara to Boston Tour.

PARTIES from Boston wishing to join the Niagara to Boston tour at Niagara, can purchase tickets at 250 Washington street, Fitchburg Railroad. Purchase bicycle tour tickets for Niagara and take a receipt for same. Present receipt to treasurer of tour at Niagara, and the amount paid will apply on round trip ticket. The above system will apply to N. Y. tickets, which can be purchased at West Shore office, 363 Broadway, New York. Those who have already purchased round trip membership tickets and starting from above-named points, will be obliged to purchase tickets for Niagara as aforesaid, but by presenting receipt to treasurer the full amount of receipt will be refunded. For date of departure of Boston party for Niagara address E. G. Whitney, 106 Dartmouth street, Boston. For date of departure of New York party for Niagara, address Fred Jenkins, 45 West 35th street, New York.

New York party will probably leave Saturday, 8 P. M. It is desired that all

will be on deck at Niagara, Monday, 14 July.

Niagara and return to Niagara \$54; Boston and return to Boston, \$54; New York and return to New York, \$57.

Faternally,

M. E. GRAVES.

N. B. Western tickets can be purchased of B. B. Ayers, Chicago.

Address until 10 July.

ROUND ISLE,

Clayton, N. Y.

### Tricycle Road Race.

THE second annual tricycle road race of the Boston Club will be held on Monday, 11 August. The start will be made from Bailey's Hotel, South Natick, at 5.30 A. M. The route will be on the main road to the great signboards, thence along Beacon street to the reservoir. Thence between the two basins and out by the big gate to Chestnut Hill avenue. Turning to the right and continuing to Brighton, thence over Cambridge street, Brighton avenue, over the Milldam to West Chester Park, through Commonwealth avenue to Arlington street, thence to Boylston street, turning to the right and finishing opposite the Boston Club house. The contestants will be started three minutes apart, in the order drawn. A gold medal will be given to winner, and a silver medal to the three fastest losers, provided the distance is covered inside of 1h. 40m. In addition to the gold medal the club will give a silver medal to the winner if W. W. Stall's record of 1h. 27m. 45s, made in the race last year, over a different route of about the same length, is beaten. Entrance fee \$1.00. Entries close with Capt. L. R. Harrison, 87 Boylston street, 9 August, at 12 M.

### Stevens's Progress.

MR. STEVENS reached this place 30 June, at 1.30 P. M. He was immediately surrounded by 'cyclists and citizens eager to hear something of his adventures since leaving San Francisco, and to look upon a man with fortitude enough to undergo such a journey. Mr. Stevens reports himself as much reduced in flesh, but in excellent health, and ever ready to astonish the natives with his appetite. The constant exercise has made him nervy and enduring. His outfit, both machine and leather-protected suit, look much worn, and tell of a hard service with the difficulties of Western roads. The rider has taken new heart for Constantinople since reaching this country, and our Bureau County people may feel proud of his remark, "The finest run I have had this side of San Francisco was from Wyandot to Princeton." Indeed the roads hereabouts are unsurpassed in the Mississippi Valley. The enterprise of our people in grading and capping the highways with a mixture of gravel and clay found in beds along the bluffs, which

hardens down with use into smooth and permanent roadbeds, is being followed up by the more rural communities, until, in every direction leading out over a rich, undulating country, there are miles of even thoroughfare, as delightful to the 'cyclist as they are useful to the public.

Mr. Stevens delayed but a short time, and pushed on for Chicaco, where he expected to spend the Fourth. He will, doubtless, receive an ovation there, and from Chicago east we will hear more frequently of his progress.

G. S. S.

PRINCETON, ILL., July 2, 1884.

### Manchester.

THE Manchester Club had a big turnout on the glorious Fourth for their run with the New Hampshire Division L. A. W., and the new riders are enthused and will do more touring in consequence. Already a trip to the famous Chestnut Hill Reservoir and Corey Hill is under consideration.

On the morning of the 6th, after a heavy rain the night before, Lieut. Moses Sheriff and Nat. K. Noyes of the club, started on an extended trip north, with C. H. Wilkins as guide to Concord. Their schedule takes them to Bradford, Vt, the second day, whence, after a week's stay, Noyes returns to Manchester by another route, and Sheriff rides on to Montpelier, St. Albans, Montreal, Quebec, and return, intending to do about four fifths of the distance on his wheel, taking a month for the trip.

President Bennett and Capt. McQueston made the round trip to Goffstown and back, on the 6th, in less than two hours. This is our sandiest road, the distance is sixteen miles, and two and a half hours is good enough.

Wheelmen who are troubled with garters and belts may be interested to know how some members of the Manchester Club arrange it. Shoulder suspenders for the stockings are used under the shirt, and at the proper height buttons are attached, which are passed through the shirt and buttonholes in the side seam of the breeches, which, while held in place, are left free and easy front and back. In this way the entire weight is placed on the shoulders, where it belongs. A belt may be worn loosely for the looks. This arrangement allows a rider to remove his coat, and being without the ordinary suspenders, to still make a presentable appearance. Try it.

x. c.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### The Cut Tires.

*Editor Bicycling World:*—The statement made by your correspondent, "W. J. M.," that the "tire of every crank

machine was cut" at the Philadelphia races, as the utterance of a "member of the racing board," is incorrect. Mr. Miller and myself were the only members present, and we were both under the impression that Frazier's machine, as well as the "cranks," was damaged; I do not think that either Mr. Miller or myself would make such a covert slap at Star riders, and there is not a particle more of reason for blaming the rascality on them than on any other gentlemen.

G. D. GIDEON.

### A Correction.

*Editor Bicycling World:*—Won't you correct "Dave N. Port" in his statement in last issue that V. C. Place won the fifty-mile race against Johnson and other flyers. Johnson feels flattered at being called a "flyer," but as he never raced against Place, and never was beaten at fifty miles, he must take exception to the above.

L. H. J.

### Correction.

*Editor Bicycling World:*—In your account of the Meriden races you place C. S. Fisk as winning first place in one-mile race. Allow me to make the correction that W. C. Palmer won first place in the mile, as well as first place in the ten-mile, and second place in the five-mile, after taking a header on the home stretch.

N. P. TYLER.

### Detachable Handle-Bar.

*Editor Bicycling World:*—In reply to the gentleman who desires to know of experiences with a detachable handle-bar, will say that I have had a Lillibridge bar attached to my bicycle two months, in which I have ridden four hundred and fifty miles over city and country wheeling, and regard the attachment as a success. Many voluntary headers have been taken with it, and once while riding along a country path, the earth gave way suddenly, and what might have been an ugly roll head-over-heels in the dirt, before a lot of spectators, was simply the spectacle of myself standing in the path, holding the detached bar while the machine executed the header, resulting in applause, instead of old-fashioned jeers. There is no reasonable possibility of the bar becoming accidentally detached, although this emergency might occur. This experience happened to me but once, and that was the other evening when a dog rushed out from adjoining building and grabbed me by the foot. Of course I jerked the foot away quickly and hit the trip-rod of the bar, detaching it. This gave me an opportunity to dismount over the head of the machine, and pursue that dog with the detachable handle-bar for a bludgeon. The dog fled. Besides the eminently safe qualities of the bar, it is very handy to remove for storage, as without the protruding handle-bar the bicycle can be flattened against a wall and takes up very little space.

B. B. A.

CHICAGO, 30 June, 1884.



## NOVICES' COLUMN

## Hill Climbing.

IN our articles for this department we have confined ourselves to talking to riders of the ordinary crank machine. They not only embrace the greatest number of 'cyclists at present, but we are not familiar enough with the other styles of 'cycles to give reliable instructions for their management. We have ridden more or less machines with a motion other than the rotary, but not sufficiently to feel warranted in advising novices how to ride them. For the present, therefore, we must in justice to our readers confine our remarks to the crank machine. As we have hinted before, we would gladly publish in this column any practical suggestions that will help the novice on any kind of bicycle or tricycle. We hope that contributors to this department will sign their own names, as we believe that our aim in opening it will best be served by the promotion of complete confidence between instructor and pupil. There are very many wheelmen well qualified by experience to impart to the young 'cyclists knowledge that will be of help to them until their own practice produces the skill that every wheelman ought to have and can obtain by a careful and sensible use of his machine. As indicated by the above heading, we propose to offer a few hints and suggestions on hill climbing. We do not mean to help our novice up such grades as Corey Hill, or to tell him the position of the saddle, the size of machine, or the length of crank best adapted to successfully ascend such a grade. For such a feat a special study should be made of the hill and experiments tried until the best results are obtained. A writer in the 'Cyclist' some time ago referred to the difficulties of hill work and rather scouted the idea of attempting to ascend steep grades on machines. There is some wisdom in his remarks. It is in many cases easier to walk than to ride. Beginners especially will find an occasional dismount and climb on foot up a steep hill to be a relief on a long ride. Few 'cyclists, however, like to walk when it is possible to ride. Wheelmen generally prefer to exert themselves to a considerable extent than ignominiously trundle their machines up inclines. Successful hill climbing is quite a knack, and strength is not the only thing that renders the ascent of grades practicable. Weight and strength vary so much in different riders and both so affect the position to be assumed in hill climbing, that we find it somewhat difficult to know how to instruct beginners of different physiques. Being very light and not gifted with great muscular powers, we will give our method of riding up hills on the bicycle and tricycle. We will so far as we can give such information as will aid the heavy weights to successfully reach the top of steep hills. On moderate grades, when not too long, a slight quickening of the pace will very often

render the work easier, and short, stiff hills can be taken with a rush to advantage. In such cases the weight should and can be made to do the bulk of the work. On long, hard hills the best way seems to be to start slow and keep up a steady, moderate pace. We have found on stiff hills that our weight was of little help, and that a good deal of arm work was necessary. But as we said before, we are light. We know many wheelmen rely, especially on the tricycle, on their weight almost entirely, using their arms but little. Arm work for most 'cyclists is more tiresome than leg work, so the weight should be used as long as practicable.

On the tricycle of the ordinary front-steering pattern some considerable care is required to keep the front wheel from lifting. Some riders prefer to have it lift, and are able to ascend a hill practically on two wheels *a la Otto*. We think, however, that the average rider will find it a disadvantage to have the little wheel off the ground. When one's weight ceases to be sufficient to propel the machine, the best position we think is to sit well into the saddle, with a firm seat, with the body from the waist inclined slightly forward, and then with a good purchase on the hand holds, and strong, steady movement of the legs, the most effective position is obtained. On single drivers, especially if the surface is a bit loose, a steady pressure on the pedals is absolutely necessary, as otherwise the driver will skid. We have also found it an advantage to lean the body slightly towards the driver, which throws more weight upon it. On the bicycle the weight should be used as long as possible, the rider slipping well forward on the saddle, and leaning slightly over the handle-bar. In such a position a slight forward oscillating motion will be found natural and effective, as the weight is shifted from one pedal to the other. While such a position and motion is not very graceful, it gives the rider the benefit of all his weight, and renders the labor easier. Mr. Corey, by far the most successful hill climber on the crank machine, agrees with us in his opinion and practice. He says that the weight should be used as long as possible, saving the arms until it is necessary to use them. When that point is reached the seat on the saddle should be firm and fairly well back. More power can be exerted with a slight thrusting motion, and the dip of the saddle will act as a brace. In fact, the whole side from shoulder to foot should aid. A good deal of ankle motion is doubtless desirable for hill climbing, especially when the pedal is almost at its highest. The heel should then be dropped considerably, and the crank pushed over the dead centre from behind. Sometimes, when the rider is powerful, but the grade and surface compel a slow movement, a slight kick near the bottom of the stroke will sometimes help one to get over the dead centre, especially if made in conjunction with the push-over of the up

pedal. A dropped handle-bar on the bicycle, and a rather low adjustment of the holds on the tricycle will generally be an aid in hill work. They allow the arms to be well straightened, and permit of a good purchase. Such a position will be less tiresome, and the strain can be withstood longer than if the arm is bent. These general considerations of the subject will, we believe, be found accurate so far as they go. Every rider will in detail adopt some ideas best suited to himself, and only discovered by practice. We cannot in a general article advise the individual, but trust the foregoing may contain a few hints for the novice.

## CURRENTE CALAMO

## The Three Wheels.

[Dedicated to the Victor Tricycle]

You may rave about riding on fleet courser's back;  
You may go into raptures o'er perfect steel track  
And luxurious Pullman, and tell, with a smile,  
How in less than a minute you've covered a mile;  
You may gloat o'er the feat of a trip toward the moon,  
With some noted sky-wanderer in a balloon,  
Or sing of the pleasures derived from a yacht,  
Or a carriage and pair, and when you have got  
Thro' the list of your best ways of traversing space,  
With serenest composure, I'll say, "By your grace,  
These travellings which with such pride you recall,  
Are but tame, my good friend; you've not travelled at all!"

In mythology, doubtless, you've heard of Ixion.  
And the chances are strong that you don't care to try on  
His style of excursion; you probably feel  
'T would be reckless amusement, yet he and his wheel  
Have started a fashion, perfected of late  
(Though a long time developing), which, let me state,  
For exercise, comfort, and pleasure combined,  
Leaves all other travelling methods behind.

Now, Ixion, aforesaid, went splurging about  
On a single big wheel, but he had n't found out  
What we mortals of modern times lately saw through,  
That the risk would be lessened by riding on two.  
The result: a machine yclept the bicycle — well,  
A decided improvement, yet still, truth to tell,  
A steed somewhat fractious, and likely to flip —  
With a very droll habit of landing "on top";  
In short, a machine best for experts, insured  
To bruises and bumps, and with lives well insured.  
But man's ingenuity never doth rest  
At the good, nor the better, but cries for the best;  
So invention's proud spirit determined to see  
A mode of propulsion from all danger free.  
It was reasoned: If two wheels are better than one  
To sustain equilibrium, each mother's son,  
Endowed with some reason, the problem sees through,  
That three wheels would stand where you'd tumble on two.  
So the grand consummation, one beautiful morn',  
Was given us, when the tricycle was born:  
And now we can go for a spin 'round the "drive,"  
And wager great odds that we'll come back alive.

In rapture I gaze on my three-legged horse  
For an instant, then spring to the saddle, of course;  
The machine quickly answers the touch of my feet,  
And, with hardly an effort, I roll down the street.  
Soon faster and faster I'm tempted to move,  
And as sure as you're living, nor money nor love  
Could entice me away from such exquisite fun,  
And make me forego the delights of a run.

# STODDARD, LOVERING & CO.

10 Milk Street - - - - - BOSTON, MASS.

Sole Agents in the United States for

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Manufactured by SINGER & CO., Coventry, England.

ACKNOWLEDGED BY ALL TO BE THE FINEST ROADSTER ON EITHER THE ENGLISH OR AMERICAN MARKETS.

**SPECIFICATIONS.**—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone  $1\frac{1}{2}$  x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with  $\frac{1}{2}$ -inch centres; Patent Challenge Spring; Gun Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims;  $\frac{7}{8}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks, slotted to receive pedal; Parallel Bearing Hancock Rubber Pedals.

PRICE; 50-inch, Enamelled and Nickelled, \$136.50; Nickelled except Felloes, \$146.50; Full Nickelled, \$154.

## THE AMERICAN RUDGE.

Manufactured by D. RUDGE & CO., Coventry, England.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequalled Ball Bearings to both wheels; *hollow elliptical* forks, Round Backbone 6-inch Straight Handle-Bar, Humber Head, 1-inch and  $\frac{3}{4}$ -inch Round Tires, Gun-Metal Hubs, Direct Spokes, Crescent Rims, Parallel Pedals. Standard finish; Backbone, Forks, Felloes and Spokes painted in two colors; other parts nickelled.

PRICE, 50-INCH, \$105.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

## THE RUDGE LIGHT ROADSTER.

Combines Strength, Lightness, and Speed.

The only Bicycle that has ever been ridden up **Corey Hill**. This necessarily puts a fearful strain on it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch ready to ride, 34 lbs. The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2 min. 53 sec.

**SPECIFICATIONS.**—Unequalled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear do.; Curved Hollow Handle Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish Backbone, Forks, Felloes, and Spokes enamelled, other parts NICKELLED. Price, 50-inch, \$140.

## THE NATIONAL TRICYCLE.

Manufactured by THE SPARKBROOK MFG. CO., Coventry.

**PRINCIPAL FEATURE.**—The Patent **Differential Double Driving Axle**. This is the **only perfect** double driving gear known. For full description of this gearing see Catalogue.

**SPECIFICATIONS.**—Driving Wheels, 50-inch; Running Level;  $\frac{7}{8}$ -inch and  $\frac{3}{4}$ -inch Tires; 60 No. 11, and 20 No. 12, Direct Steel Spokes; Crescent Rims; G. M. Hubs, 6 $\frac{1}{2}$ -inch and 3 $\frac{1}{2}$ -inch; *Aeolus* Ball Bearings to all wheels; Plain Universal-Jointed Bearings to Crank Shaft; Rack and Pinion Steering; Stanley Head; Adjustable Handles; Double-Cranked Pedal Shaft, 5 $\frac{1}{2}$ -inch Throw; Ball Pedals; Band Brake; Adjustable 1 Seat Rod; Rubber Hinged Foot Rests; Width, 38 inches; Weight, 90 lbs.; Frame of best Welders; Steel Tube; finished in **HARRINGTON'S ENAMEL**.

EVERY PART INTERCHANGEABLE.

Price, 50-inch, \$184.

## THE APOLLO TRICYCLES.

Manufactured by SINGER & CO., Coventry.

## THE COVENTRY ROTARY, TANDEM AND CONVERTIBLE.

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*Is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material, and with the finest workmanship, and so as to avoid all unnecessary added friction by its use.*

Price of Columbia Tricycle - - - - - \$160.00  
With Power-Gear - - - - - \$180.00

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*Exclusively Licensed by the POPE MANUFACTURING COMPANY  
to Manufacture a High Grade Wheel,*

# THE IDEAL BICYCLE,

In Sizes from 33 to 30 inches, from \$35.00 to \$72.00.

The best medium priced Bicycle in the market. Has patented meritorious features to be found in no other Bicycle. Our patented specialties include:—

THE GLOBE CASED SELF-ADJUSTING BEARING,  
IDEAL SPRING,  
ADJUSTABLE RUBBER STEP,  
IDEAL RUBBER HANDLES,  
NON-SLIPPING AND NON-SINKING TIRES,  
RIGIDLY CLAMPED CENTRE SCREWS.

Every IDEAL BICYCLE has the Head, Handle Bars, Brake, Spring, Cranks, and Pedals Nickel Plated. They are also furnished Half and Full Nickelled. We manufacture a larger line and greater number of Bells than any other firm in the United States. Supply the celebrated Loudon's Tire Cement to large consumers at close quotations. Manufacture Flags, Flag Staffs, Saddles, Tool Bags, and other Sundries. Have a department for Repairs and Nickel Plating, for which we are unexcelled. Notice the New Address:

*222 and 224 North Franklin Street, Chicago, Ill.*

I inhale with new vigor the fresh morning air,  
And the lovely creation seemed never so fair;  
As I whirl o'er the pavement, sans rattle and noise,  
I'm the object of open-mouthed wonder; the boys  
Swing their caps in the air, and in ecstasy cry:  
"By jingo, this feller is tryin' to fly!"  
And an Irishman shouts, as I glide by his hut:  
"Here's the devil, a dhrivin' his car wid his fut!"

Ah! 't is royal amusement, this whirling along;  
This sailing on shore, and it seems — but my song  
(Just happened to think of it) never would make  
A conclusion, unless I should put on the brake,  
And dismount from my Pegasus; well, here 's the end:  
To put the whole thing in a nutshell, my friend,  
Regarding the tricycle; if you should try one,  
I wager a new string of fancies you 'll buy one!

Ixion, progenitor mythical, hail!  
Tho' a pretty hard case, if we credit the tale  
They tell us about you, yet now, in the light  
Of more recent developments, surely you 're quite  
As deserving as need be of hearty devotion,  
Having fathered this perfect and grand locomotion.  
May you find compensation, your sins be forgiven,  
And on a tricycle ride straightway to heaven!

MAX WELTON.

CODMAN Hill is very rough and dangerous. Wheelmen are warned not to coast it.

IT is said that the Citizens' Club will not admit tricycles to its wheel room. In Boston the clubs have all struggled to find a place for three-wheelers.

AND now it seems that the Ramblers must have a club-house. It has appointed a committee to look into the matter.

IT will not be many years before the weight of tricycles will be materially reduced.

THE *Wheel World*, for July, has a good portrait of Geo. M. Hendee.

THE English 'cyclists have gained a victory on the park question. Riders are to be allowed to pass through the parks, but not to exercise therein.

JAS. LENNOX has taken the record for the best time from Land's End to John O'Groats, having made the distance in 6d. 19h. 15m., having beaten Adams's record by 4½h.

N. CORSELLIS and H. J. Webb covered fifty miles, on the London to Bath road, in 4h. 29m., riding a sociable. This takes the record.

W. D. WILMOT, the fancy rider, was married Thursday evening, 3 July, at the Bowdoin Square Baptist Church, to Miss Bessie B. Hatch. A large number of Mr. Wilmot's 'cycling friends witnessed the ceremony.

THE Long Branch District and Messenger Company has established a night patrol, for the purpose of taking care of the cottages. The patrolmen make a circuit of each cottage under their charge every half-hour, sending in an electric signal every half-hour, which is registered in the central office. The messengers will use bicycles while performing their duties. They have already six boys in uniform, all furnished with bicycles.

DR. T. S. RUST, of Meriden, Conn.,

had his bicycle stolen Sunday night, 29 June.

DURING the four days' tournament at Springfield next September, there will be entertainments every evening, including displays of fireworks and musical and dramatic entertainments at the Opera House or City Hall. It is hoped to have the first presentation of S. Conant Foster's new bicycle play.

THE independents will need a candidate for governor this fall. The man for them to run is Col. Albert A. Pope, of Boston, who has a brilliant war record, a bar'l, a bicycle, and all the soldiers behind him. The colonel will run with his legs over the handle of the machine, and climb all the political hills in the state. — *Savoy Standard*.

THE funeral of Ernest Metcalf, a prominent member of the Enfield Bicycle Club, of Liverpool, England, was attended by about fifty members of his club, who followed the hearse mounted on their bicycles. One of the members on foot wheeled the bicycle of the deceased in the cortege.

A NOVEL procession wheeled up Columbus avenue and through Chester park to the Milldam one evening recently. It was composed of four Sociable tricycles, each containing a lady and a gentleman, and eight bicyclists. Two bicyclists led, followed by a Sociable, then two more bicyclists, and so on down the line, two bicyclists being between each two tricycles. As each carried a lighted lantern, the effect was most pleasing.

OAKLAND GARDEN is a popular resort for wheelmen, a number of whom wheel there in 'cycle costume every evening. They evidently find something to enjoy in "An Adamless Eden."

W. C. MARVIN has been elected secretary of the Michigan Division, and Chas. E. Gorham treasurer.

THE correspondents of the *Wheel* are defending the amateur standing of Hendee and Corey, as though it needed such defence. When it is questioned by good authority it will be time to take the defensive.

*Wheeling*, a London 'cycling paper, offers prizes for the best written articles on 'cycling topics. In a recent issue an article by Frank A. Egan, of New York, entitled "He kept an Hotel," was adjudged the first prize. We congratulate the "Owl."

STODDARD, LOVERING & Co. have appointed Mr. Geo. R. Bidwell agent for the Rudge machine in New York.

DR. N. P. TYLER of New Haven, was the ten thousandth entry into the C. T. C., and has made application to make that number upon his ticket perpetual, instead of subject to change each year, as heretofore.

R. HOWELL and W. F. Sutton are coming to America, and will be here in time to engage in the Springfield races.

After that they will enter any races that may occur in this vicinity.

BROOKS will enter the professional ranks, and has ordered a Rudge.

MESSRS. STODDARD, LOVERING & Co. wish us to state that Prince was not riding a Rudge when his wheel collapsed.

"CYCLOS" says that racing brings on heart troubles. We notice that a great many wheelmen are afflicted with heart troubles, and they are not all among the racing men. The marriage calendar tells the story.

MOTTO for the winning wheelman — Success! Motto for the second man — Successor.

THE tricyclers are a steady-going lot, who keep their wheels for what fun they can get from them. It is no easy matter to get them to go on club runs, nor will they enter races, but they do a deal of riding.

IT always vexes us to be asked how long it took us to go to such and such a place, and then when we say two hours to be told that Jones covered the same distance in an hour and a half. Pshaw! What of it? We ride for the fun of riding, and if Jones wants to wind himself and to lose the pretty views along the road merely for the sake of covering a certain distance in a certain time, why, let him. We are in no hurry, nor do we care for records.

OUR wheel became musical the other day, and cried for oil. We looked for our oil can and found it empty. We then tried to find a 'cyclist of whom to borrow the needed implement. In the course of an hour's riding we met twelve wheelmen. Seven of these had empty cans, three had no tool-bag, and two had lost their tools since leaving home. We called at a grocer's, borrowed a can, and were *oil* right again.

A GREAT many 'cyclists are using sweet oil in their lamps, and when their good wives endeavor to make a toothsome salad they find the oil exhausted.

AN ENGLISH contemporary records the fact that Henry Sturmeys seldom wears anything but the C. T. C. uniform, and intimates that he has his night-shirt and pocket handkerchief made of the C. T. C. cloth. Devotion to a good cause is commendable.

POOR PIT! If perseverance brings its reward he should have had a ton of medals. Two Fourths and no medal. And yet we may expect to see him again next year.

A slim looking youth of Manhattan  
Bought bicycle breeks of tight pattern;  
But he soon took 'em off,  
And remarked, with a cough,  
"I think I will wait till I fatten."

— *Wheel Songs*.

STALL & BURT'S Star saddle is becoming very popular, and the firm are way behind their orders. They have increased their facilities for making the goods, and expect to have enough to supply the demand within a few days.



THE Butcher automatic bell can now be had of the manufacturers. We hope to show a cut and give a description of it soon.

THE national organization of wheelmen includes 4,250 members, or double the number of 1883. The total number of 'cyclists is at least six times that. The local contingent is in every way a respectable body of men. There are rash riders—a danger to themselves and a nuisance to others—among them. Their rashness should be restrained by police methods, as is reckless driving. But the genus "rough" is as scarce among bicyclers as the "dude." A "rough" can hire a "rig," get drunk, and run amuck the light wagons on the pleasure drives of the city. But even could a "rough" hire a wheel he could not ride it, drunk or sober. The purpose of this is to argue that wheelmen are numerous enough and respectable enough to entitle their humble petition to a hearing upon its merits. The owner of a wheel must have cash enough to be a tax-payer in one form or another. And a rider belongs—presumptively, at least—to a class which has leisure for the amusements. Why should he not be listened to when he asks for no peculiar or exclusive privileges, but merely that he may use the public roads in a quiet, lawful, and decent manner? That wheelmen frighten only young or unruly horses rests upon too broad a basis of experience to be denied. It can scarcely be contended that the horses of New York differ from the horses of Brooklyn or of London. Where traffic is excessive, as along the Fifth avenue side of the Park, wheelmen should not seek to force their way. Their machines are not monstrous, like an omnibus or a beer wagon. But they incumber traffic scarcely less. A bicyclist's path is sometimes erratic; owing to the requirements of his balance he is inclined to pick his way, and he cannot quickly start, stop, or stand still. For these reasons he should submit cheerfully to hints that in certain localities devoted to light and speedy traffic his presence is unwelcome. And although, as it seems to us, the parks may well enough be used for exercise, racing rigidly excepted, they should not be opened for learners' practice. Wheelmen should be as we believe they are, moderate in their expectations, and the authorities might be somewhat more complaisant. There has never been a single public complaint or serious accident to the general public using the New York parks since qualified privileges were given to the 'cyclists here. On the other hand, the pleasure resulting is not confined to wheelmen. It must be a cross-grained spirit which does not like to see a graceful rider bowling along on a machine half or quarter his weight, and asking no favors in speed or distance from equestrians. It seems to us that wheelmen's privileges might be gradually extended, at least until the first complaint, well grounded and not merely sour or prejudiced, is heard. — *N. Y. Times*.

THE Merrimac Bi. Club was organized 13 June with the following officers: President, Frank E. Pease; captain, Geo. W. Smith; secretary and treasurer, Geo. A. Oak; first lieutenant, H. C. Oak; color-bearer, John Logan. Ten active members. Uniform, dark blue.

## 'CYCLISTS' TOURING CLUB

### American Division.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

The first annual autumn tour of the American Division will be held in Boston on the first Monday in October, 1884, when the famous "wheel ar-round the Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

The eighth annual Harrogate Meet will be held on Monday, 4 August, 1884. The chief consul has arranged with four of the leading lines of steamships for the club reduction in rates, so that members (only) can obtain return tickets to Liverpool or London and back, good for twelve months, for from \$100 to \$150, according to location of stateroom. For choice of staterooms, early application is desirable.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): Mrs. W. L. Gardner, 599 Whipple avenue, Lansingburgh, N. Y.; W. L. Gardner, 599 Whipple avenue, Lansingburgh, N. Y.; C. C. Parkyn, 143 Tremont street, Boston, Mass.; G. A. Spicer, 10 Liberty street, Troy, N. Y.; J. L. Schneider, 32 Willow street, Williamsport, Pa.; Pressley N. Sproule, 266 Henry street, Brooklyn, N. Y.

APPOINTMENTS: Consul for White Plains, N. Y., C. C. Reed, Jr.; consul for Derry Depot, N. H., R. W. Pillsbury; consul for Lancaster, N. H., C. D. Batchelder; consul for Portsmouth, N. H., C. A. Hazlett; consul for Wilkesbarre, Pa., F. G. Mercur; consul for Minneapolis, Minn., Marshall E. Smith; consul for Rockford, Ill., G. S. Hart; consul for Weissport, Pa., A. F. Snyder. Hotel for Canandaigua, N. Y., the Canandaigua House; hotel for Niagara Falls, N. Y., the International Hotel; hotel for White Plains, N. Y., the St. Nardus House.

NOTICE. — The Metropolitan Hotel is not an official C. T. C. headquarters, but merely a recommended house. Members should note this in their hand-books.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B. — Consuls wanted in every city and town in Canada.

## RACING NEWS

BOSTON, 3 July. — The bicycle contests given at the Boston Union grounds were attended by about 500 spectators. The races were given under electric lights, placed at convenient intervals around the track. Shortly after eight o'clock the two-mile amateur bicycle race for gold and silver medals was called by Charles S. Howard, of the Boston Ramblers. The following is a summary of the events: —

Two-mile amateur, C. S. Whitney (1), 6m. 53s.; R. F. Stahl (2), 7m. 1s.; J. Crosby (3); W. W. Finley (4); J. W. Wattles (5).

Five-mile professional, R. A. Neilson (1), 17m. 28s.; W. O. Faulkner (2), 17m. 29½s.; Geo. W. Harrison (3), 17m. 32s.

One-mile amateur, C. S. Whitney (1); J. Crosby (2); R. F. Stahl (3).

BOSTON, 4 July. — The usual programme of bicycle races was given on the Common at 2 p. m. About 20,000 people witnessed the contests, and at times there was considerable enthusiasm manifested. The four-lap track arranged for this sport, although tolerable compared to courses wheelmen were for many years obliged to struggle with, was by no means in a condition to per-

mit of even fairly fast riding, and was worse even than last year, having a very loose surface in many portions. Nothing was done by the city authorities to the track, though the officials of the races called attention to its dangerous condition many days before the races, and asked to have it put in order. The events were as follows: —

One-mile race, C. F. Haven (1), 3m. 26½s.; C. S. Whitney (2), 3m. 32s. Ten men started, but the race was reduced to a struggle between the two winners, with W. R. Pitman a long distance behind.

Two-mile race, C. F. Haven (1), 7m. 12½s.; C. S. Whitney (2), 7m. 12½s. This was a repetition of the first race. Eight riders started.

Five-mile professional, R. A. Neilson (1), 18m. 28½s.; Geo. W. Harrison (2), 18m. 37s.; C. J. Young (3), 18m. 37½s.; John W. Wilson (4). A well-contested race.

One-mile tricycle, E. P. Burnham, Victor (1), 4m. 46½s.; C. F. Haven, Royal Mail, (2), 4m. 46s. A walk-over for Burnham.

Five-mile race, E. P. Burnham (1), 18m. 18½s.; W. W. Finley (2), 18m. 19s. A very pretty race. Six starters. The winners ran away from the field and the racing was between them and C. S. Whitney until the last mile, when the latter stopped. The officials were: Referee, Abbot Bassett; judges, Charles L. Clark, M. J. McEtrick; clerk of the course, William E. Gilman; starter, Charles D. Howard; time-keepers, W. W. Stall and J. G. Lathrop; scorer, Charles E. Bassett.

CHELSEA, MASS., 4 July. — Bicycle races in Union Park. This was a new feature for Chelsea and was projected only two or three days before by the local club, which induced the city committee to add this attraction by offering prizes for competition. The affair was so well conducted and proved so interesting to the large number of spectators present that it is likely, without doubt, to become a regular feature of all future Fourth of July entertainments under the city auspices. The first event was a half-mile race, and was contested by H. W. Turner, W. J. Nagel, Jr., A. F. Robinson, Lewis Frost, and R. Burnett, and was won by Frost in 1m. 42s.; Burnett second, Nagel third. The next was a one-mile race, the contestants being Frost, Robinson, and Burnett, and was won by the former in 3m. 34s.; Burnett second, Robinson pulling out on the third lap. The final event was for two miles, Frost, F. A. Woodman, and S. W. Robinson competing. This proved a fine race, sharply contested, particularly between Frost and Robinson. Frost won in 7m. 35s., and Robinson came in close behind in 7m. 5½s. Officers: Referee, Abbot Bassett; judges, W. E. Gilman, A. B. Champin.

LYNN, MASS., 4 July. — Considerable enthusiasm was manifested among the Essex County Wheelmen in the bicycle races which occurred about the Common in the afternoon. Previous to this year the races had been open to Lynn riders only, but this year the committee decided to have all the races, with one exception, open to all Essex County amateurs. These races always draw a crowd, and on this occasion some 10,000 persons witnessed the contests. The first race was open to Essex County, once around the Common, about three-quarters of a mile distance, best two in three heats. The starters were F. F. Richards, E. M. Bailey, G. E. Cain, all of Lynn. The first heat was won by Richards in 2m. 54½s., Bailey second in 3m. Cain took a header on the homestretch. Cain won the second heat in 3m. 5½s., with Richards second in 3m. 8s. Richards won the third heat and race in 3m. 3½s., Bailey coming in second. The next was a race without hands, between C. E. Whitten, G. E. Cain, and Alonzo Green. Whitten won easily in 3m. 13s., with Cain second. The third was a race twice around the Common, and C. E. Whitten won in 5m. 57½s., F. F. Richards coming second in 5m. 59s. Once around the Common, G. E. Cain, A. W. Fuller, and W. L. C. Niles entered, and Fuller won in 2m. 57 3/4s., with Niles second. Cain

was badly injured by a header in the race. Paul Brickett, Charles G. Whitney, Albert Wiswell, George Ober, and — Fowler entered in the boys' race three times around the Common. Whitney and Brickett took the medals. Officers: Referee, Frank S. Winship; judges, Frank J. Faulkner, George Richardson, Everett Libby; starter, Walter O. Faulkner; clerk of the course, W. H. Pervear.

**LAWRENCE, MASS., 4 July.**—Races at the Riding Park: One-mile, John H. Casey (1), 3m. 19½s.; W. B. Segur (2). Three-mile race, John H. Casey (1), 10m. 30s.; B. Harrington (2).

**PROVIDENCE, 4 July.**—Races at Narragansett Park: Miss Elsa Von Blumen against three trotters, the horses going a mile and a half to her mile, best two in three, won two heats, beating Gertie and Lady Kenset, and being beaten by Katie. Best time, Von Blumen, 3m. 50s.; Katie's time, 3m. 18s., the distance being only one and a quarter miles. The lady also beat the running horse Rival, he going one mile to her half-mile; time, 2m. 3s.

Bicycle race, mile dash, open to Providence Bicycle Club. George Walker won in 3m. 27s. Mile dash, open to Pawtucket Bicycle Club, won by Fred Binford in 3m. 20½s.

**ALBANY, N. Y.**—Races of the Trojan Wheelmen at Rensselaer Park, 30 June: One-mile, H. M. Strait, 3m. 42½s.; W. J. Wiley, 3m. 43 2-5s.; G. F. Counter, 3m. 44s. Two miles, C. H. Ross, Albany, 7m. 53½s.; C. R. Collins, 8m. 11½s.; F. F. Feale, 8m. 22s. Half-mile, C. A. Friday, 1m. 50½s.; E. B. McMillan, 1m. 51 4-5s. Three miles, W. J. Wiley, 12m. 8½s.; I. S. Haynes, 12m. 12 2-5s. Five miles, H. S. Cavanagh, Cohoes, 20m. 37½s.; H. M. Strait, 21m. 15s.; J. G. Burch, 21m. 19s. Slow race, 100 yards, H. M. Strait, 2m. 50½s.

**WILKESBARRE, PENN., 4 July.**—Races under the auspices of the Wilkesbarre Club, preceded by a parade of wheelmen, 90 men in line. One half mile race, two in three, —W. H. Hecox (1), 1.41½, 1.40½; J. R. Engelhart (2). Half-mile, hands off, —Fred. Hines (1), 1.57; W. H. Stone (2). One mile, —C. E. Titchener (1), 3 27½; B. H. Carpenter (2), 3.32. Half mile for boys, —Joseph Rice (1); Wm. Osborne (2). One mile for championship of the club, —Harry Carpenter (1), 4.8½; Jesse G. Carpenter (2). Slow race, —C. H. Rogers (1). Tug of War race, —Binghamton Club (1); Scranton Club (2).

**ELMIRA, 2 and 3 July.**—Races at Elmira Driving Park. Half mile, best two in three heats, Harry Hersey won first heat in 1m. 43s.; Ed. Davenport second in 1m. 44s.; second heat won by Hersey in 1m. 42s., Davenport second in 1m. 43s.; handsome gold medals to first and second. Two-mile dash won by John Zimmerman in 7m. 13½s., Ed. Coyhendall second.

Thursday, 3 July. —One-mile heats won respectively by John Zimmerman in 3m. 27s. and 3m. 26½s., Coyhendall second. Track poor from trotting.

**MARBLEHEAD, 4 July.**—At 12.30 o'clock, bicycle races took place on Pleasant street. In the three quarter-mile race the first prize, a gold medal, was won by Joseph P. Bessom in 3m. 18s. The second prize, a silver medal, was awarded to Charles E. Ware, who made the run in 3m. 20s. The gold medal for the slow race of 100 yards was awarded to John W. Richardson, who made the run in 1m. 15s. The gold and silver medals for the five-mile race were awarded to Charles E. Ware and William O. Tucker, who made the run in 23m. and 23m. 20s. During the day visiting riders were present from Lynn, Salem, Beverly, Malden, Charlestown, Boston, Clinton, Waltham, South Framingham, Peabody, and Springfield, to witness the procession, the largest the town has had for twenty-eight years.

**BLOSSBURG, PA., 4 July.**—The bicycle races on Brooks's track did not draw as big a crowd as was expected. Probably 1,500 were present. The champion

ten-mile race was won by H. W. Higham in 34m. 55s.; W. M. Woodside second. W. J. Morgan stopped on the sixth mile. Prince got a terrible fall the night before while practising with Woodside. While making a spurt at a 2m. 30s. gait the wheel collapsed and Prince was hurled with terrible velocity to the ground. The handle-bar struck him on the side, making a very serious injury. His face was scratched and his eye badly blacked. He is in a very bad condition and cannot race for a long time. The amateur race, five-mile, was won by Zimmerman, of Elmira, in 18m. 57½s.; and the three-mile race was also won by Zimmerman in 11m. 23s. Brooks tried to beat the record made by the professionals in the ten-mile race (34m. 55s.) but stopped after five miles, 1m. 15s. behind. Mr. C. A. Bowman, of the Elmira Bicycle Club, coached Brooks in the run. The judges were Ed. Fasset, H. Higham, and C. A. Bowman. Time keeper, C. A. Bowman. Ed. Fasset, scorer.

**WORCESTER, 1 July.**—Two-mile handicap, Holland, 45s. (1), 6m. 31½s. Ten-mile handicap, W. W. Hobbs, 4m. 15s. (1), 40m. 1½s.; C. H. Putnam, 5m. (2), 41m. One mile, H. W. Smith (1), 3m. 40½s. Half-mile race, H. W. Smith (1), 1m. 37s.; E. F. Tolman (2). The prize for the ten-mile handicap was a gold medal, which Mr. Hobbs has won twice, and has thereby become its owner. The other prizes were club ribbon badges. The club contemplates holding another meeting next September.

**MARSHALL, MICH., 26 June.**—One-mile, for the 1884 championship of Michigan, W. C. Marvin, of Ovid, (1); time, 3m. 37s. Half-mile best two in three, Marvin again captured; time, 1m. 57s. Half-mile dash, W. Marsh, of Coldwater, (1); time, 1m. 44½s. Half-mile race, without hands, W. C. Marvin again captured first prize; time, 1m. 58½s. Five-mile race, for 1884 championship of Michigan, L. D. Munger, of Detroit, (1); time, 19m. 55s. Eighty-yards slow race, M. Weisinger, of Adrian, (1). Single fancy riding, E. R. Breakey, of Horner, was awarded first prize, and in double fancy riding feat Messrs. Finch and Weisinger, of Adrian, each captured a prize.

**NEW YORK, 5 July.**—Williamsburgh Athletic Club: Five-mile race, Ed. Pettus (1), 21m. 54 3-5s.; H. J. Hall, Jr., (2).

**MELROSE, MASS., 4 July.**—One-mile race, G. F. Stantal (1); George Myrick (2).

**YOUNGSTOWN, OHIO.**—The annual half-mile race for the captaincy of the Youngstown (Ohio) Bicycle Club took place 26 June, and was won by Geo. Thackray, Will Connell second; time, 1m. 37½, with flying start.

**CHICAGO, ILL., 4 July.**—Chicago Club races: One quarter-mile, L. W. Conklin (1), 51½s. One-mile race, N. H. Van Sicklen (1), 3m. 58s. Three-mile race, N. H. Van Sicklen (1), 15m. 18½s.

**THE SPRINGFIELD TOURNAMENT PROGRAMME.**—The programme of races for the tournament of the Springfield Bicycle Club on Hampden Park, 16 to 19 September, was made out last week, and is printed in full below. The list is by far the largest ever offered in the world, comprising thirty-four races, no two alike. Indeed, they are so varied and so carefully classified, that wheelmen of all ages and degrees of proficiency may participate. The standard races are not omitted, but every one will rejoice that the tedious 25-mile processions are not to be forced on the patient crowds this year. There will be no handicaps except in professional races. It will be seen that there are two half-mile races, seven one-mile, three two-mile, four three-mile, three five-mile, and one ten-mile for amateur bicyclists, one each of the one, two, three, and five-mile races for amateur tricyclists, one each of the one, two, and three-mile tandem races for amateurs. The professionals will struggle in a half-mile unicycle race, two one-mile races, one three-mile, two five-mile, and one ten-mile. The half-mile track will be used, its course being some-

what changed so as to make it a gradual curve all around, with no straight course except on the home stretch. Surveyor Bettes has already staked out the new track and is preparing estimates for grading and cinder coating, so that bids for this work may be advertised for next week. The course will be fenced throughout, on both sides, so that all interference by the crowd will be avoided. Seating stands will be built at the ends of the oval course, so that from all points a perfect view of the course may be had. Burgin has agreed to look after the tent quarters if any are needed, thus saving the club the expense of an uncertain contract. The races will begin promptly at 2.30 each afternoon. The full programme is as follows:—

First day: Three-mile professional race, open to all; ten-mile amateur, open to all; three-mile tandem, open to all; one-mile professional, handicap; two-mile time race, time 6m. 30s.; one-mile, 3m. 20s. class; three-mile tug of war; two-mile tricycle.

Second day: Ten-mile professional race; two-mile open; five-mile tricycle; three-mile 9m. 50c. class; two-mile tandem; one-mile professional race; five-mile time race, time 17m.; one-mile time race, time 3m. 22½s.

Third day: Five-mile race, 16m. 40s. class; one-mile ride and run race; three-mile open; five-mile professional handicap; one-mile tandem; one-mile tricycle; two-mile time race, time 6m. 37s.; one half mile 1m. 35s. class; one-mile open.

Fourth day: Five-mile open; one-mile without hands; three-mile time race, time 9m. 50s.; five-mile open race, professional; three-mile tricycle; one half-mile unicycle, professional; one-mile tug of war; half-mile open; one-mile consolation race.

All races not mentioned as professional are for amateurs. The class races are for men who have never beaten the time given. The time races are an innovation in bicycle tournaments; the plan is that the man who comes in nearest the time specified for each race wins the prize; he may be first or last at the close.

In the one-mile tricycle handicap of the Pickwick Bicycle Club, held 21 June, at London, Eng., H. N. Corsellis, at scratch, made the mile in 3m. 3 2-5s., taking the record.

The wheelmen of Nashville, Tenn., are expecting a grand time on the occasion of their annual meet, 11 July. The programme will be as follows: Club parade; half-mile dash, hands off, open to local wheelmen; one hundred yards, slow race; half-mile tricycle dash; fancy riding contest; Spence medal race, half-mile heats, first two in three, for members of the Nashville Club; half-mile heats, best two out of three, excluding members of the local organization; two-mile handicap; consolation dash of half a mile. The most handsome award is the Spence gold medal, named in remembrance of Mr. Julian Spence, a deceased and valued member of the club.

The Fourth of July races brought out the usual lot of useless wobblers. But the good men that were entered soon left them so far in the rear that they were of little annoyance.

BURNHAM, for some reason, did not ride his usual mount in the five mile. He succeeded, however, in landing a winner on a Standard Columbia.

WHITNEY is showing up in excellent form, but will never be a 1 until he learns to race without a lemon in his mouth.

WE fancy Haven, if properly trained; he certainly has the making of a good man in him, but lacks finish.

NEILSON is rapidly improving, and if but as cool as Prince, would give that gentleman a fair race.

HARRISON rides too large a machine. If he would come down a bit his spurring would be more effective.

THE little piece of freshness that started off with the lead in the five-mile and succeeded in getting all over the track, should at least be told that a man cannot race on a 46 or 48-inch wheel with a full-length crank.

## WHEEL CLUB DOINGS

THE Boston Club has built a very good stable in the rear of its house. The entrance has been made wide enough for a double. A large number of members "took in" the fireworks on the Common from the roof.

NEW HAMPSHIRE.—The second annual run of the New Hampshire Division L. A. W., 4 July, was very successful and largely attended, although local events in Nashua, Dover, and Concord, prevented any going from those places. The Rockingham Club, in charge of the Great Falls and Rochester clubs, and other wheelmen from that section of the State, to the number of forty, left Portsmouth at 10 A. M., and rode to Little Boar's Head in North Hampton to meet the Manchester Club and party, who left their train at Epping, and under the guidance of Chief Consul Philbrick, who had wheeled the twenty miles from Portsmouth to meet them, rode through Exeter and Hampton to the meeting place. After an excellent dinner at the Hotel Farragut the party, now seventy strong, formed with Chief Consul Philbrick as commander-in-chief, and Ex-Chiefs Hazlett, of the Rockinghams, and Wilkins, of the Manchesters, as aids, in the following order: Rockinghams, eighteen men; Manchesters, twenty-one men; Great Falls, eight men; Rochester, four men; and unattached riders from Weare, Derry, Pittsfield, and other places. The Manchester and Rockingham buglers were re-enforced by Foss, of the Springfields, and the run was enlivened by their merry music. From the Wentworth in Newcastle, a quick run was made to the city, where a parade was given through the principal streets, ending at the depot, where the Manchester party embarked for home amid the cheers, bugle calls, and callopie din of their friends, which was heartily returned in kind. The day was perfect, the heat of the sun being tempered by a refreshing sea breeze; the roads were in good condition; the arrangements made by President Hazlett, of the Rockinghams, were in keeping with the rest, and everything combined to make the run a complete and enjoyable success.

The Elkhart Bicycle Club of Indiana has changed its name to the Elkhart Wheel Club.

THE Massachusetts Bicycle Club accepted the plans of the new club-house presented at the last meeting, and work will begin on the erection of the building before the first of next month. The club voted at the same meeting to escort the Chicago tourists from Clinton to Boston on their visit to this city, and to entertain them at dinner at Hotel Wellesley.

THE Fort Schuyler Wheelmen, of Utica, N. Y., were royally entertained by their brotherly neighbors, the Rome Bicycle Club, on the 4th, at the Rome Club's headquarters, about fifty wheelmen sitting down to dinner.

At the last meeting of the Boston Ramblers' Club it was voted to entertain the Chicago tourists on their visit to Boston the latter part of this month, with a run to Salem and an entertainment at the club rooms. W. I. Harris, E. G. Whitney, A. L. Flocken, A. D. Peck, Jr., and F. W. Hobbs were appointed a committee to consider the advisability of securing a club-house. Mr. C. A. Hazlett, of Portsmouth, N. H., was elected an honorary member of the club in recognition of the many courtesies he extended to the club during their recent four days' tour.

A BICYCLE club was organized at Savannah last week, with a membership of twenty-one. The shell roads around Savannah are among the finest in the world, and afford the best possible opportunity for cycling.

THE Rutland Club opened their new skating rink 4 July. In the forenoon from 9 to 11.30 an opportunity was given for all who wished to try the skating surface, which was pronounced by all as absolutely immense. In the afternoon at one o'clock the doors were again thrown

open and a large crowd of both skaters and spectators nearly filled the hall. At 2.15 came the grand entry of the Rutland Bicycle Club mounted on their bicycles, who paraded and drilled in both single and double file and made a very fine appearance. During the day and evening fancy riding was given by Wilmot and Nash.

At the annual meeting of the Hudson (N. Y.) Bicycle Club, held on 5 July, 1884, the following officers were elected: Joshua Reynolds, President; H. R. Bryan, captain; C. H. Evans, Jr., lieutenant; C. A. Van Deusen, Jr., secretary and treasurer; C. A. Van Deusen, Jr., bugler.

THE Boston Ramblers' Bicycle Club gave a very pleasant musical entertainment at its club rooms Monday evening. The performance was by the members and their gentlemen friends, no ladies being invited.

THE Colorado Bicycle Club is planning for an extended cycle tour over the Rocky Mountains early in the present month.

THE Buckeye Club, of Columbus, Ohio, had a grand opening at the new club-house, 3 July. The superior enjoyment of the evening was largely due the presence of ladies, and the neat and cosy apartments of the building, with their gay decorations, presented a charming scene. The ornamentation of the walls was performed under the supervision of Mr. W. B. Waggoner, and the arrangement was most artistic. The club divinity, a grotesque ape made of sponge, was enthroned in the meeting room, and attracted much attention, and the snowy walls were adorned with Japanese fans and many photos. of wheels, wheeling, and wheelmen, a number being taken by Mr. W. H. Miller, who is an expert photographer. A prelude of social intercourse was followed by a club run to a delectable banquet in the upper hall. It had been intended to have some speech making, but this idea was finally abandoned. The new club headquarters, dedicated to the pleasures of the organization under circumstances so auspicious, was built especially for the purpose by President Miller and Luther Donaldson, at a cost of \$1,800.

THE Lynn Cycle Club have established headquarters at the corner of Market and Andrew streets, and invite all wheelmen to visit them when in the city.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

F. A. L., ITHACA, N. Y.—Very sorry, but we think the judges correct. The tie was of no moment, as it left you and Mr. W. in exactly the same position as before the heat was contested. The judges were correct in deciding that the heat should be run over again, and when won by Mr. W. you were then tied for second place. Even if the decision was incorrect, it is too late to appeal, especially as you virtually accepted the decision by competing in the heat where you tied. If you seriously desire a further expression of opinion, we will publish your letter, and a reasonable number of answers, but there exists no doubt in our mind on the case, as stated by you. Sorry your fall should have shut you out of it, and wish you better luck next time.

SAFETY.—We have known of three. Rennyson's, Lillibridge's and Brown's.

F. W. B.—Thanks for paper.

W. C. MARSH.—Thanks. Have sent your letter to the party.

## FIXTURES

Sunday, 13 July:  
Start of the Detroit tourists.

Niagara to Boston tour. Leaves Chicago on evening train. Leaves Detroit next morning, arriving at Niagara Falls in afternoon. Tour leaves International Hotel, Niagara Falls, morning of 15 July. Wheelmen invited. Description of tour with map furnished, on application to B. B. Ayers, manager, 185 Michigan avenue, Chicago.

Tuesday, 29 July:

Kennebec tourists start from Eastern Depot, Boston, at 9.00 A. M. F. A. Elwell, manager.

Monday, 11 August:

Tricycle road race of Boston Club.

Tuesday, Wednesday, Thursday, and Friday, 16-19 September:

Tournament at Springfield.

Tuesday and Wednesday, 23 and 24 September:

Race meeting of New Haven Club on Hamilton Park.

Tuesday, 29 September:

Races of Connecticut Bicycle Club, Hartford.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—A 42-inch Special Facile Bicycle; used very little; good as ever; reach enough for any man. Price \$115, crated. S. TERRY, 309 Main st., Hartford, Conn.

**FOR SALE CHEAP.**—A 54-inch Harvard. Apply to J. S. MURRAY, at Cunningham's, 6 Berkeley st., Boston.

**FOR SALE.**—A 52-inch full-nickelled "Rudge," with bell; has direct spokes, balls to both wheels and pedals (new). A 54-inch "American Club," full-nickelled, ball-bearings both wheels (used four months only). Also, separately, a K. O. R. hub lamp, cheap; will send for examination. Address, C. H. DIAMOND, 102 Franklin st., New York.

**FOR SALE.**—A 50 inch full-nickelled Expert, with McDonald Cyclometer, in excellent condition. Price, \$105. Owner wants a larger size. Address, C. H. ROGERS, Binghamton, N. Y.

**VICTOR TRICYCLE FOR SALE.**—A 50-inch; new last November; used but little; shows no wear. Price, \$120; with lamps, \$125. Want a Sociable. Address, CHAS. M. SMITH, Room 5, Chapin Block, Buffalo, N. Y.

**WANTED.**—A wheelman, of good character and ability, well acquainted with use and structure of bicycles, both Star and Crank machines, desires a situation in some cycle waterrooms, with salary large enough to live honestly on. Best of references given. Address, L. A. W., No. 3639, Box 241, Northampton, Mass.

**WANTED.**—A second-hand 52 or 54 inch wheel, in good running order. Give description and lowest cash price. C. J. PROSSER, Chittenango, N. Y.

**FOR SALE.**—One 51-inch Star; one 50-inch English Club, nickelled except rims, double balls front, single to rear wheel; one full-nickelled Ideal; these machines are in fine condition, about as good as new, but the price very low. Address, BOX 204, Williamantic, Conn.

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**A BARGAIN.**—A Victor tricycle, for sale low; a good chance to get a machine. Call for No. 225, at STALL & BURT'S, 509 Tremont street, Boston.

## BOUND VOLUMES.

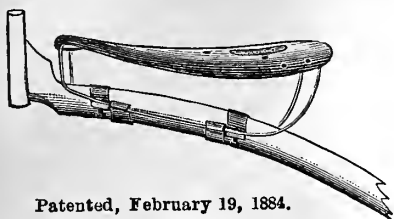
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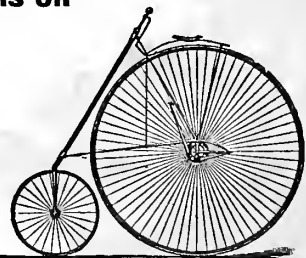
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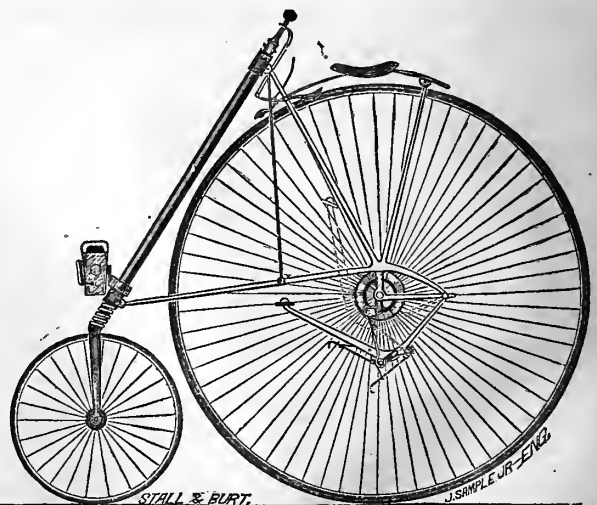
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Volume IX.  
Number 11.

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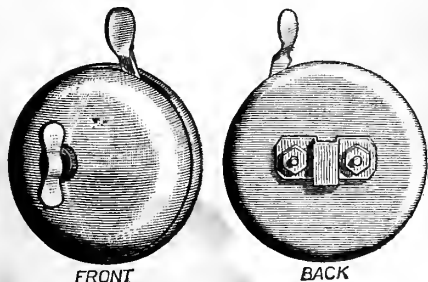
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## THE

# Bicycling World

[ESTABLISHED 1879.]

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Who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, travelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines,—in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests.

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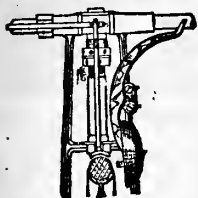
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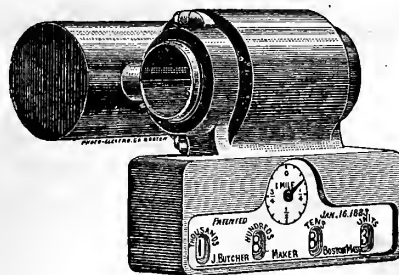
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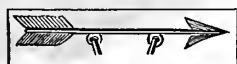
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# THE Bicycling World

Published every Friday

— BY —

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J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday  
 morning, and addressed to Editor BICYCLING WORLD,  
 8 Pemberton Square, Boston, Mass.

BOSTON, 18 JULY, 1884.

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### Publishers' Announcement.

THE price of the WORLD per single copy will be re-  
 duced from seven cents to five cents on and after this  
 date.

E. C. HODGES & CO.  
 BOSTON, 2 June, 1884.

### The Cunningham Co.

THE aggressive policy pursued by the  
 government towards the Cunningham  
 Company makes it look as if there was a

cat in the meal. As our readers will remember, the trouble grew out of a claim by the government that the bonus paid Bayliss, Thomas & Co. for the exclusive right to sell the Harvard in this country was part of the cost of the machines, and should be subject to duty. The custom-house officials seized a large number of machines, but subsequently released them on the filing of a bond of \$6,000 by the Cunningham Company, who secured their bondsmen by a chattel mortgage on their stock. This seemed to settle the matter for the present, but on the 7th inst. another suit for \$20,000 was entered against the company, keepers placed in their establishments in and out of the city, and their debtors trustee. This action practically stops the entire business of the company, and the result is not only that customers who have ordered machines are put to inconvenience and disappointment in the delivery of their goods, but those who have machines in their repair shops are unable to obtain possession of their property without the inconvenience of obtaining an order from the court for their delivery. We extend to our friends at bicycle corner our entire sympathy, and trust their tilt with the government will be but a temporary inconvenience to them.

It is a fact worthy of note that the men who a year ago were advising wheelmen to have tricycles well geared down are now talking in the opposite strain, and contending that they should be geared up. All of which means that the expert rider can get better results from a geared-up machine than he can out of a low-geared one. We have, until this season, ridden a machine geared down, but we have now advanced and are riding a level-geared wheel and like it well. We believe, however, that the novice should stick to his low gear.

Do we not put it a little too hard upon our professionals when we propose to ostracize them from the fellowship of amateurs? There be those who look upon a professional as a rascal, a low fellow, and one to be avoided. And yet we know many good fellows in the professional ranks. It is not well to judge a class by individuals. If it were, what should we think of the amateurs? We hear strange stories of amateurs who are kept to advertise machines by their rid-

ing, and we are knowing to many bargains which have been made by amateurs anent the result of a race. One amateur has been known to challenge a man to ride for a cheap watch, and then stake a bet for a large sum on the result. All of which goes to show that all amateurs are not truly good nor all professionals truly bad. We must endeavor to confine the two classes to their own ranks, and to expel the chumps from both.

NOW we all want to know what Grover Cleveland has done for the wheelmen of Buffalo. His election probably hangs on the answer to that question.

CONSUL E. G. WHITNEY we are pleased to note has adopted our suggestion, and is circulating a petition among horsemen and wheelmen for the repair of the Milldam. It will be a good thing for our pastime if drivers of horses will combine with our 'cyclists to secure better roads.

ONE of our esteemed English contemporaries prints what it calls "A field day at Hammersmith Police Court." It is a record of a week's work in one of the courts of London, and shows a most extraordinary state of affairs. The record is as follows: Frederick Thorn of Lad-broke Square, twenty shillings, and two shillings costs for riding a bicycle furiously on the wood pavement. Arthur Dillon, of Phillimore Gardens, ten shillings, and two shillings costs for doing ditto on a tricycle; James Mason, of Shepard's Bush, three shillings, and two shillings costs for riding a tricycle down Notting Hill at eleven miles per hour, and Ernest Brady ordered to pay the costs of a summons which charged him with riding round a corner at twelve miles an hour.

This record of one of London's police courts is extremely interesting, as showing the state of 'cycling in that city. It indicates at least that the number of wheelmen must be very large, and that tricyclists are nearly as common as bicyclists. It may also indicate that the Hammersmith police are exceedingly vigilant, or that the riders are reckless. At any rate, such a grist of 'cycling business in court in this country would cause great surprise.

WE are informed, on reliable authority, that the 'cycling trade, following the nat-

ural trend of other buisness, is in England rapidly concentrating in a few large concerns. We are not surprised at this, nor do we regret it much; as the patterns of machines become well settled, and there are fewer novelties, the business can probably be as well if not better handled by a few large concerns. In this country the business cannot concentrate itself much more than at present, and we look rather to an increase than decrease in the number of makers. There will always be here a large number of agents, as the immensity of our territory renders them a necessity.

MR. GEORGE WARWICK, the son of the inventor of the hollow fellow of that name, has just returned to this country again. He tells us the Overman Wheel Company is at last to turn out some of the Warwick hollow rims. This rim is meeting with great success. Even the Yale, which gained such a reputation for the Surrey rim, is now using Warwick's. We hope to see it or something equally as good on our tricycles before long.

It is reported in one of our esteemed daily contemporaries that a camp is talked of in connection with the Wheel Around the Hub, 6 and 7 October. We certainly hope such an idea will not be attempted. It is too late in the season to ask or expect men unused to it to spend the night out of doors. We imagine, however, there will be little need for any such arrangements, for while the party will doubtless be a large one, we do not imagine it will reach the announced limit of two hundred.

THE number of lengthy tours in this country is yearly growing larger. They are, we believe, of great benefit to the cause generally. Opening, as they do, new country, and extending our knowledge of available 'cycling routes, they encourage that which we most lack, a spirit for touring and road riding. The accounts of them are, however, deficient. While not despising the value of beautiful scenery as enhancing the pleasures of a ride, what we really need is a more accurate description of the roads traversed, and the accommodations for 'cyclists en route.

WHY the managers will insist, in short races, where the number of entries is large, in starting the contestants in two

or three lines, is beyond our comprehension. The whole difficulty can be easily avoided by running the races in heats. It is not only safer and fairer to the contestants, but it gives the public better races and more of them. By weeding out the less speedy ones the final is usually an interesting and closely contested race. The method so often pursued at present is unfair to all except those in the front rank.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### Kennebec Tour.

THE final list of the Kennebec party is nearly completed, and intending participants are requested to send in their names at once, with size and make of wheel, also if they indulge in dancing or not. Train leaves Eastern depot, Boston, Tuesday, 29 July, at 9 A. M.

F. A. ELWELL,

Portland, Me.

### Sanford, not Johnson.

*Editor Bicycling World:*—In reply to "L. H. J.," I would state that for some unknown reason I confounded his name with that of Mr. Sanford, who was one of Place's opponents in the fifty-mile race spoken of. I stand corrected, and trust to be pardoned for so wronging the "unvanquished flyer."

DAVE N. PORT.

### Brooks Still an Amateur.

*Editor Bicycling World:*—In the last WORLD I see you say "Brooks has ordered a Rudge, and will join the professionals." He has ordered a Rudge, but has no intention of joining the professionals, at least not until he has lowered all of the amateur records yet made in the United States, so if you will kindly correct that statement, you will oblige,

H. S. KIDDER, Sec.

Elmira Bicycle Club.

[Our statement was based on what we thought to be good authority.—ED.]

### That "Standard Opinion."

*Editor Bicycling World:*—Allow me to call the attention of the readers of the WORLD to the following item from the C. T. C. Gazette, for May, 1884, apropos of the article from *The Standard*, published in your last issue: "The Bicycling News has deservedly 'hung, drawn, and quartered,' on paper, the writer of a recent leader on our sport in *The Standard*, emanating to all seeming from an elderly rider of the three wheeler, who, if rumor be true, once wandered about for a few days on the

Continent, in doubtful taste 'made his mark' upon the hotel windows with a diamond whenever opportunity offered, in other ways conducted himself only too much like the average British tourist, returned home, wrote an account of his wanderings, and in the words of the song, 'has never done anything since' but button-hole every acquaintance, and din into his ears the narration referred to. And now having never participated in or enjoyed the incomparable freedom of the narrow gager, he proceeds to build up a phantasmal party wall between the two classes of 'cyclists, and in effect says that the rider of a bicycle is an unintellectual mortal, beneath pity, if not contempt. To turn from sentiments such as these to the utterances of the broad-souled sportsman, who regards all votaries of the art as brothers whether they ride one wheel or a dozen, is like happening on a well of water in a dry land."

N. G. A.

ATHENS, N. Y., 14 July, 1884.

### John S. Prince Speaks.

*Editor Bicycling World:*—Being a subscriber to your splendid bicycling paper, I noticed where you had an account of my fall of 3 July. Will you kindly allow me space in your valuable columns to thank Mr. J. C. Zimmerman and his physician, of Elmira, N. Y., for their kind attention towards me when I was in a very bad condition. I also thank Messrs. Woodside and Higham for their careful assistance to me when I fell. I am glad to inform you and my many friends that I am recovering quite fast, and shall commence training this week, and am ready to accept challenges and engagements from any one. I see by last week's WORLD that Howell, champion of England, will be here for the Springfield meet. Will you kindly state that I am prepared to bet any part of \$500 that I beat him in any race he wishes to name that is on the programme. Hoping, Mr. Editor, I have not taken up too much of your valuable space, and that you will kindly publish the above in full in your next issue, I am yours,

JOHN S. PRINCE,

Champion of America.

WASHINGTON, 14 July, 1884.

### Illuminating.

*Editor Bicycling World:*—I have tried nearly every kind of illuminating oil in my tricycle lamps, but have never yet succeeded in obtaining anything entirely satisfactory. The greatest difficulty I have is with crusted wicks. Very many times my lamps have gone out while the machine was at rest and the oil receptacles well filled. I should esteem it a great favor if some of your many readers would inform me how I can prevent the wicks from crusting, and what is the best oil to use. I would suggest that the manufacturers of lamps make the oil wells larger. There is no reason why they should not be made large

enough to contain a sufficient supply of oil to last five or six hours. But even if the lamps themselves are not all that can be desired, the dealers might at least put an oil on the market that will burn. Any information will be appreciated by  
TRICYCLIST.

#### The Philadelphia Tournament.

*Editor Bicycling World:*—In your issue of 11 July is a letter from Mr. George D. Gideon, criticising part of my report of the Philadelphia tournament. I merely wish to say that the remark to which he alludes was not made with any intention of impugning the honor of the Star riders, and that they were not thought of in connection with said remark. I have also written to Mr. Gideon making certain explanations which it is not necessary to publish.

WM J. MORRISON.

#### Letter from Karl Kron.

*Editor Bicycling World:*—I have noticed with interest the accounts which your correspondents at Cheyenne, Wy., and Princeton, Ill., have given concerning the progress across the continent of the English tourist, Thomas Stevens; and, as I am anxious to have a talk with him on his arrival in this city, I venture to make known my wishes in this public manner. I shall be glad to have an interview with Mr. Stevens, either at my own chambers or at his hotel, at any hour which he may appoint; for I not only wish to persuade him to add his signature to that of the other long-distance riders of England who have subscribed to my "Ten Thousand Miles on a Bicycle," but also to secure from him an authentic outline of his tour, for insertion in the long-distance chapter of that book. Any reader of these lines who may meet the gentleman, or who may know of his address, will do me a favor by calling his attention to this request, and by supplying him with a prospectus of my book.

When I forced the ragged tires of my old "No. 234" to make a continuous straightaway trail of 1,400 miles, from Michigan to Virginia, last autumn, though I knew it was incomparably the longest journey of the sort ever accomplished in America, I had no idea that it "beat the record" of the entire world. Such, however, seems to have been the fact, as shown by the united testimony of all the long-distance riders of England with whom I have corresponded. They assure me that the thousand-mile run from Land's End to John o' Groats, which is the longest straightaway ride possible in Great Britain, has not been surpassed on the continent of Europe; that any longer bicycle tour which may possibly have been taken there has neither been straightaway nor continuous. I shall always, therefore, feel properly proud of the fact that I was the first man in existence who amused himself by

measuring as much as "an eighteenth part of the circumference of the globe" with the tire of a bicycle; but I shall be glad to congratulate Mr. Stevens, when he arrives in New York, on his success in making my own record seem small—for I suppose his cyclometer will show the route traversed from San Francisco to be equal to an eighth or even a seventh of the world's circumference.

In comparison with the remarkable records of the English riders, Messrs. Tegetmeier and Reynolds (whose summaries, kindly prepared by them for the long-distance chapter of my book, I have allowed the editor of *Outing* to insert in his August issue), some statistics of my own may be worth presenting. In adding up the number of days on which I did my riding with "No. 234," in making my record of 10,082 miles, 1879-84, I find they amounted to 364, or almost exactly a calendar year,—showing an average of 27½ miles for each ride; whereas Mr. Tegetmeier, who rode a similar distance (10,053 miles) in the single year, 1883 was in the saddle on no more than 230 days,—an average of almost 44 miles for each ride. On 5th of June, 1884, when I finished an initiatory tour on my "No. 234 Jr." of 893 miles, my total mileage, within a period of five years (including 60 miles on hired machines), was 11,020 miles; as compared with the 48,250 ridden by Mr. Reynolds, during the seven years ending in April. During the twelve months ending on that same 5th of June, I rode 4,337 miles, which record is exceeded by only two of the ten calendar years tabulated by Mr. Tegetmeier. My longest record in any one calendar year, however, was the 3,534 miles accredited to 1883, when my daily average was 31½ miles; and my longest year's record on a single machine was 3,840 miles, during the twelve months ending 14 April, 1884. This was the date of my last ride on "No. 234"; and I may inform people who are curious to examine the venerable relic, that they may find it on exhibition at the New York office of the Pope Manufacturing Company, No. 12 Warren street.

The number of \$1.00 subscriptions pledged in support of "X. M. Miles on a Bi." is now just 1,450, but the accessions have come in so slowly of late as to make it seem unlikely that I can secure the needed 3,000 names in season to issue the book before December. I wish again to emphasize the fact that what I want in advance is names, not money; and that any one who may attempt to collect money by representing himself as me or my agent will thereby proclaim that he is a rascal. I am led to say this by the fact that some one appears to have played a trick on the Boston correspondent of the *Wheel*, for he writes from that city on 8 July that he had just "had a pleasant chat with Karl Kron." As a matter of fact I have not been in Boston since the day when I passed through there last September, on my return from Nova Scotia, and halted at Pemberton square,

to pay my respects to the editor of the BICYCLING WORLD. KARL KRON.

THE UNIVERSITY BUILDING, N. Y., 12 July, 1884.

## NOVICES' COLUMN

### The Saddle.

WE offer our novices, this week, a few hints about the tricycle saddle taken from the *Tricyclist*:—

One fruitful source of annoyance to tricycling novices is the seat or saddle. As must be fully well known we hold pretty strong views on this point, and from frequent queries and experiences, not only personal, but also vicarious in the cases of numerous acquaintances of all ages, we must emphatically pin our faith once again to the saddle. One case is fresh in our memory in which a change from a seat to a saddle produced the most beneficial result, and if the nearly vertical action now so universally aimed at by all tricycle makers is to be adopted, the saddle becomes an absolute necessity. In most cases in which the novice feels uncomfortable on a saddle, the remedy is to get another. It is absurd to suppose that any saddle will suit any rider, and the choice of a suitable one is of the greatest importance. The tricyclists' best friends in this connection are Messrs. Lamplugh & Brown. But a suspension saddle is not the Alpha and Omega of the matter. You must even get a suspension to suit you. For tricycle work it is advisable to have rather a large saddle, with plenty of breadth; the fault in most being the breadth of the peak. Having, after several changes, perhaps, got a saddle of suitable and comfortable dimensions, it must be fixed on the machine in a proper manner. Here, again, the matter of springs crops up; but our own experiences point to the well-known Cradle Spring as the very best preventative of soreness. In fixing the saddle, a deal of adjustment may be necessary, but don't shirk it; keep on unscrewing it, raising or lowering the front or back with folded pads of brown paper. Keep on trying to improve it until you can sit upon the saddle without placing your feet on the pedals, or your hands on the handles. You will then have a saddle so placed as to afford the greatest ease and comfort during a trip. Should the saddle hurt you or appear hard, the following plan may be tried: Wash the saddle thoroughly over with soft soap and warm water, rubbing the soap into a good lather, then rapidly sponge off all the soap, and rub the saddle as dry as possible; then, with an old garment on, get into the saddle, seat yourself carefully in your usual position, and ride quietly up and down the road for twenty minutes or so, then put the tricycle away and let the saddle dry thoroughly. This, in most cases, will make the saddle "fit" the rider, and when once that is the case, saddle weariness will be unknown. Many novices take in faith any



saddle that may be given them, and by long and painful endurance fit themselves to the saddle, instead of getting a saddle to fit them in the first place. Another point is the fondness of the novice for air saddles. Comfortable as they doubtless are, they prove but poor comforts ultimately, for they invariably burst, twenty or thirty miles from home, and the subsequent ride home on a hard saddle, in place of the usual luxurious seat, is better imagined than described.

On this saddle question, then, may be said to rest the comfort of the novice during his noviciate, and it is one that requires careful attention. Many an *embryo* tricyclist, who lends his machine to some friendly bicycle or tricycle rider, remarks on the sudden improvement he finds on his return, an improvement he is at a loss to account for, but which simply lay in the proper adjustment of the saddle.

#### American Twenty-Four Hour Tricycle Record Increased.

At midnight, 10 July, on the last stroke of the hour, Mr. L. H. Johnson, of the Orange (N. J.) Wanderers, started on a twenty-four hour ride, for the purpose of lowering the American twenty-four tricycle record. The machine used was a 44-inch Humber, geared to 53½ inch, and weighing seventy-two pounds. The cyclometer, a McDonnell, which had previously been tested over accurately measured roads.

During six hours (4 to 7 A. M., and 4 to 7 P. M.) of the ride, Mr. Johnson was accompanied by the "Veteran" of the Wanderers on a light Rudge bicycle, who carefully compared and checked Mr. Johnson's cyclometer with an Excelsior cyclometer, which is known to be absolutely correct. The reading of the cyclometer was taken at the start by the captain of the Wanderers, and at the finish by the "Veteran." Starting from in front of Mr. Johnson's residence, corner Park and Washington streets, Orange, the route taken was to Montclair, Verona, Caldwell to one half mile beyond Caldwell, which point was reached at 12.55 A. M. Roads as far as Caldwell very hilly, return to Montclair, coasting the hills, to Upper Montclair; Bloomfield, Newark, *via* Belleville avenue, Belleville and Avondale; returning to Belleville, Newark to East Orange *via* Park avenue; Watsessing and Orange, arriving at 4.15 A. M. — distance thirty-three and a half miles; rested five minutes, started at 4.20 A. M. for South Orange, Milburn, Springfield *via* upper road, returning to Milburn *via* lower road. Middleville, Irvington, Newark, to East Orange, over dirt roads of the worst kind, and on to Orange, arriving at 6.55 A. M., distance twenty-one miles, stopping one hour, forty-five minutes for bath and breakfast. At 8.40 A. M. the saddle was again mounted for a run over same route as first, to Bloomfield, Watsessing, Newark, Belleville, Avondale, returning

through Bellville and Newark to Orange, arriving at 1.35 P. M., distance thirty-five miles. Stopped for lunch until 2.40 P. M. Once more starting, the trip was resumed, running to Roseville, Newark, East Orange, stopping for ten minutes; Brick church, Orange, Tory Corner, stopping for fifteen minutes; Orange Valley and to Orange, arriving there at 7.10 P. M., distance, twenty-nine and a half miles; stopped for dinner one hour and twenty minutes, starting at 8.30 P. M., accompanied for eight miles by one of the lady members of the Wanderers, the eight miles being over the streets of Orange and East Orange; stopping at 10.10 P. M., at which time the cyclometer registered three hundred and forty-three and a half miles, the reading at the start being two hundred and sixteen and a half miles; total miles, one hundred and twenty-seven; riding time, seventeen hours five minutes; rests, six hours fifty-five minutes. All hills, and some of them of very steep grade, were ridden. The roads over which the run was made were of macadam, dirt, gravel, and Belgian block, and for a short distance side paths. The macadam for a good part of the distance being undergoing repairs, and the condition of the atmosphere, which for all but four hours was extremely trying, made the ride anything but an easy task. From 2 A. M. until 5 A. M. there was a dense fog and heavy dew, which wet the rider's clothing through and through. From 7 A. M. until 7 P. M. it was heavy, close, and very warm, and during the evening cloudy and sultry. The distances have all been carefully verified, as have also the cyclometers, which were tested before and after the trip.

H. C. DOUGLAS,  
*Captain Orange Wanderers.*

EAST ORANGE, N. J., 12 July.

#### Orange Wanderings.—The Rucker Tandem.

At five o'clock in the morning, while the jeering urchin and unfriendly horseman were still napping, two 'cyclers hied themselves to the avenue with a strange and fearsome steed. First, a 56-inch wheel, then a long, straight bar (for this was a genuine Rucker), supported at its rear by a 52-inch wheel. Bolted to the bar by a U around the Swindley head was a backbone, bearing saddle and step, but ending at the latter point. A full coat of shining black enamel, with here and there a gleaming bit of gun metal, gave this strange craft a most piratical look. Did they take the pedal mount and go off like the wind? Not much. From three points of the compass come Smith, Brown, and our captain, "tender and true," and, with their assistance, the tandemites are safely mounted and launched upon an unsuspecting world. The first impressions are certainly peculiar; Jones, on the 56, notes first the entire absence of little wheel vibration, then the extra

power, but, oddest of all, the swaying from side to side of his seat, as if on an ordinary the little wheel were held aloft and given a lateral motion. Sundry cautions to the stern helmsman "not to let her yaw," and to "keep her close-hauled," were well obeyed, so that the machine ran straight and true. A short rise brought them to the top of Prospect street hill, with a long, straight dip of smooth macadam before them. The usual "legs over" was omitted, however, and with rear brake hard on a good descent made. The tendency of the tandem to rush down grades is very marked, showing it to be an unequalled coaster; use of the front brake makes it difficult for the rear rider to "line," while the rear brake assists him. Reaching the end of the macadam "leg over" in front by the pedal behind, brought both riders off safely; another mount and the trial ended in a most satisfactory manner.

The second run was taken in the afternoon, and was marked by no incident other than the comments and exclamations of astonishment of the multitude. "Hey, Jimmy, the bob!" sung out small boy No. 1, and the "bob," it was immediately christened by the crew. Many noticed the absence of little wheels, but failed to see the bar, hence "He's lost his little wheel," and "Sawed off!" One fellow inquired anxiously as to the comfort of "riding on a rail." On this run several formidable gullies were taken with no perceptible effect on balance or steering.

One morning no one happened to be around to lend a helping hand. Now or never! Rear man stands on right side, with one hand on rear handle, other on bar behind front saddle, machine tipped toward to the right. Jones mounts by the pedal, straightens machine up, and starts it slowly forward. His partner steps behind, holding his wheel in line, places his foot on the step and mounts so smoothly that Jones wonders why he does n't get up, until the push of pedalling tells him of the mount. So vanished the bugaboo of the tandem, never to reappear, and the "bob" is mastered. Every ride, however, shows improvement in management and additional pleasure. In deep sand, where any single bicycle would be stranded, off drops No. 2 without stopping the craft, and boosts away until a good road is reached, then mounts again; a semi-dis-mount, No. 1 pedalling away all the time. The complete noiselessness of the tandem compelled Jones to get a bell (he bates bells and abominates calliopes), telling his partner, with a sigh, that he supposed they could n't afford to kill anybody without the mitigating circumstance of a header, — a manifest impossibility on the tandem.

IXION.

#### Matters of Detail.

"Think naught a trifle, though it small appear;  
Small sands the mountain, moments make the year,  
And trifles life. — Young.

ONE of the most common troubles of a

# WHEELMEN, ATTENTION!

*All the records, from ONE to TWENTY miles, broken on a*

## RUDGE.



### AMERICAN RUDGE,

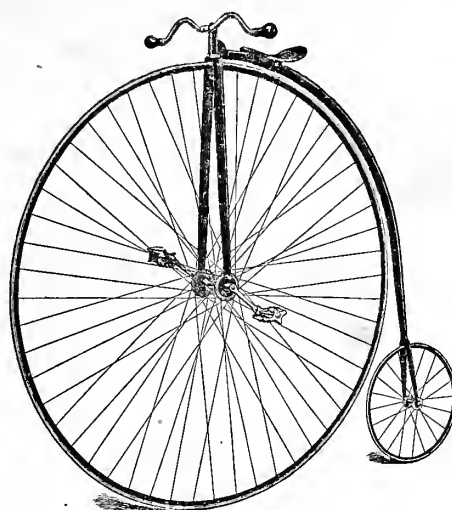
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Rudge's Unequalled Ball Bearings to both wheels.

Hollow Forks and Backbone.  
Direct Spokes (eighty to front wheel).  
Curved Handle-Bars.  
Parallel Pedals, nickelled.

Weight, 44 pounds.

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Net Weight 53-in. Rudge Racer,

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### RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.  
The only regular Bicycle ever  
ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

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The best medium priced Bicycle in the market. Has patented meritorious features to be found in no other Bicycle. Our patented specialties include:—

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IDEAL RUBBER HANDLES,  
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RIGIDLY CLAMPED CENTRE SCREWS.

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*222 and 224 North Franklin Street, Chicago, Ill.*

'cyclist, even be he the possessor of a machine of the best of makes, is the discovery of some little point in the detail of its construction that causes him trouble or annoyance, so that, although the machine may be in every important detail as good as it is possible to make it, its rider grows dissatisfied and out of temper when his plans are thwarted by some little point about it; and if makers would only attend to these "little things" it would be better for all parties concerned, as the rider would be all the more satisfied and pleased with his mount, and the maker would be certain of greater recommendation, more especially as, the rider being better able to take care of his mount, it would be better looked after, and would consequently last longer. Of these many little details we may mention the practice of carrying the threads of the screws on pin and bolt ends right to the end of the pin, so that should the pin or bolt be required to be withdrawn from its socket, and be, as it should be to be a good fit, somewhat tight, the least blow on the bolt end will burr it up, and spoil the end of the thread. Of course a maker or mechanic would know exactly what to do in such a case: he would knock out the pin with a punch, and if he did burr the end, would take off the edges in a few seconds with a file. Simple enough, of course, but it must not be forgotten that the majority of 'cyclists are not mechanics, and have not always a punch at hand to knock out a tight-fitting bolt with, whilst the burring of the end is, in their case, usually rendered excessive by unskilful hammering, and not one in twenty will be able to lay his hand on a file, even if he knows what's wanted; the consequence being that should a crank want taking off, a spring require changing, or other similar little thing require to be done, the 'cyclist will often be easily enough able to do it himself, but in his efforts to get out the pin will so burr the end that to replace the nut on that end is impossible. A little attention to this point in making pin, bolt, and cotter ends taper for one sixteenth inch, or even less, so as to bring the thread out of the range of the hammer, and allow a little burring to be done without preventing the replacing of the nut, would make our machines all the better able to be taken care of by their owners. A further detail, often faulty, is the fitting together of a machine with tools always at hand in a smith's shop, or with special tools, and providing no suitable tool for its adjustment. We do not refer particularly to the providing of nuts which the spanner supplied will not fit. This fault is almost universal, and, seemingly, ingrained; but we may instance what we mean when we say that many machines are sent out with more or less screw-headed bolts, which are easily, of course, adjusted at the works with a long screw-driver, but which the 'cyclist — being supplied with no screw-driver, or one so brittle as to break off at the slightest strain — is perfectly help-

less to deal with in case of adjustment being required when on the road; and we also remember the case of a machine we once had by one of the best houses in the trade, the nuts of which were every one fitted by the spanner supplied, but those securing the side bolts of the double ball bearings of the front wheel were so prettily placed in such nice out-of-the-way recesses that although the jaws of the spanner would grip the nuts, that was the utmost they could do, for there was not room for them to make the slightest turn, and, as a consequence, we never could keep those bearings adjusted until the makers made a special wrench for those particular nuts. The fault with makers is one more of inadvertence than incapacity or ignorance. The matters are so excessively easy to them that it never occurs to them that they are not so to other people, who are without either their knowledge or appliances. Makers, however, in catering for their customers should remember that in the majority of cases they are catering for the veriest infants in mechanical knowledge, or for those whose houses are not provided with the usual accompaniments of a fitter's shop, and that what may be so simple as to be beneath the notice of the practical mechanic will often prove a veritable bugbear to the tyro. — *The 'Cyclist*.

## CURRENT CALAMO

### A Chelsea Girl.

PARADY ON "BEVERLY FARMS."

'Cyclist.

MAIDEN of Chelsea, gawky and tall,  
Turn not away in horror from me!  
I'm but a wheelman after a fall,  
Caused by flirting too gayly with thee!  
Maiden of Chelsea, no stones they say lie  
Deep in the bottomless dust of the street.  
'Tis a delusion — I fear I shall die —  
The one I just struck was as big — as your feet.  
Maiden of Chelsea, gawky and tall,  
I must a parting kiss take of thee!  
It can't but be pleasant, after my fall,  
My nose is so "soft," and my teeth are so "free."

Maiden.

'Cyclist of Boston, get thee from me,  
'I think you 'cause I'm gawky I'm foolish as well?  
Your face bears the signs of a night's jamboree,  
'Tis the face of a " Rambler." I'm up to your sell.

FACT.

MOTTO for a better — Better not.

A BICYCLE head often gets tight, but never tipsy.

WHEN does a bicycle rider resemble a sea bird? When he's going up a steep hill. Why? Because then he's a puffin'.

HENRY STURMEY will not visit the States this year, but hopes to come over with a party next year.

THE Tricyclists' Indispensable has been issued, and we hope soon to have a supply. The publishers state that they will not issue the Bicyclists' Indispensable this year.

MR. A. T. LANE, of Montreal, has been victimized by a man who was called C. A. Speechley and hailed from London, England. He borrowed an Apollo tricycle, front steerer, with two K. of R. lamps attached, and has not returned it. He is of fair complexion, but spotty in face, about nineteen or twenty years of age. It is thought that he must have brought it to the States. The police are after him on other charges, and they have found a large amount of stolen property at his late boarding house. Any person that may happen to run across the fellow will confer a favor by communicating with the chief of police, Montreal, or Mr. Lane.

MR. KING, of Corry, Pa., while coasting a hill recently, made a clean jump of nine and a half feet without falling or stopping his descent. Can any one show a better record for a bicycle jump? — *Ex. Next*.

A PARTY of Salt Lake City bicyclists will start about the middle of August upon a tour of the Yellowstone Park. The heavy camp equipments will be conveyed in a four-horse wagon. The wheelmen expect to be absent twelve or fourteen days, and would be happy to be accompanied by any Eastern wheelmen who can spare the time to make the trip.

IN spite of its large membership, the New York State division is without a constitution, rules, or anything. It has never had a meet, or a meeting, and the chief consul should give it more attention, or else turn it over to some one else. — *Wheel*.

A NUMBER of 'cyclists were at the Fitchburg depot Saturday evening, to bid good-by to the party of Boston wheelmen who left on the 6.30 train for Niagara Falls, where they are to join the tourists on their way from Chicago to Boston. The party includes E. G. Whitney and A. D. Peck, Jr., of the Boston Ramblers, and J. W. Vivian, C. W. Howard, and Gideon Haynes of the Charlestown Club.

THE rains of last week put the roads in excellent shape.

WE wish brother Aaron would publish the list of renewals to the League. We are interested to know how the G. O. L. stands.

A ONE-LEGGED veteran, who rides noiselessly up and down Washington avenue every afternoon on a tricycle specially prepared for the accommodation of his wooden leg, was speaking about the bicycle parade, says the *Tribune*. "I tell you, gentlemen," he said, "the recent bicycle display has illustrated one thing. It has shown that in the wars of the future the two-wheel carrier will displace many cavalry horses. Imagine a regiment of bicycle riflemen, mounted on fleet and noiseless machines. They would prove a holy terror to the enemy. No forage would be necessary, and there would be no tramping of hoofs; the wheeling soldiers would glide into the enemy's camp as silently as phantoms. I repeat, the bicycle in war will be a big



thing, and you can wager that it will figure largely in the next conflict."

FRED WESTBROOK, a Canadian bicyclist of some note as a racer, is charged with having sold a race at Belleville, Ont., recently, in which he was a favorite. The charge is apparently well founded, and it is highly improbable that the "crooked" work can be repeated, as clubs throughout the Dominion will not admit Westbrook in any contest.—*Mirror*.

At a late meeting of the Canadian Wheelmen's Association a company was formed for the purpose of publishing an official gazette, it being the intention to adopt the *Canadian Wheelman* as such, and further enlarge and improve it. Mr. Tibbs was appointed president, Mr. Brierley, secretary; Mr. W. K. Evans, editor, and Messrs. Tibbs and Eakins, associate editors. The secretary of the C. W. A. will edit all association matter.

If you intend to go to Harrogate this year, you should sail to-morrow, but Tuesday's steamer may get you there in time.

CHIEF CONSUL WESTON will not be at Harrogate this year, the affairs of the Cunningham Company demanding just now his constant attention.

THE bicycle is one of the great benefits conferred upon this country, in that it educates young men to know the difference between a good road and a bad one. The average man does not know what a good road is, but when a man buys a bicycle and begins to ride, he begins to get interested in roads. I have seen a bicyclist stand on his head to see what the matter was with the road. I, myself, have been so much interested in the way roads were constructed that I have got down and tasted of the dust.—*President Bates*.

THE long-distance tricycle record of America is now held by L. H. Johnson, of Orange, N. J., at one hundred and twenty-seven miles.

STALL & BURT have received a Star machine built with hollow levers and a silent clutch. The front bar is not enclosed in a jacket and the spring is all in the saddle, the perch spring having given place to a rigid shield. The machine is built with direct spokes on one side and natted spokes on the other, as the company wishes to test the two methods under the same conditions. Mr. Stall is riding the wheel and subjecting it to severe tests.

THE Pope Manufacturing Company have just put upon the market a new oscillating spring, which is a modification of the Wilson spring, the patent for which they hold. The new spring can be supplied for any of their machines.

At a meeting of the New Jersey Division, at Red Bank, 5 July, it was voted to have all the roads of the State mapped for the benefit of bicycle tourists. Progress was reported in the matter of the

Waverley race track. Mr. Gaddis, of Newark, stated that application for the laying out of such track had been made by Dr. Brown, of Elizabeth, chief consul of New Jersey, and the committee of the agricultural society had decided to allow the wheelmen to lay out such track as they thought proper, and to use the same as may be for their greatest convenience as to time and occasion.

ZACHARIAS & SMITH, of Newark, N. J., have a curiosity in the way of a genuine old-fashioned velocipede of unique design. The wheels are of equal size and made of wood. The handle-bar is connected with a bevel gearing between the wheels, directly under the saddle, and the wheels are connected by iron bars, which have swivel joints half way between the hubs. The sport is to attempt to ride this peculiar machine; for, while headers are an impossibility, even experienced bicycle riders find it difficult to ride and avoid being dumped off sideways in a ludicrous and harmless manner. A new cyclometer has been patented by the firm, to be used on the American Star bicycle. It has cog gearing, and is suspended from the axle. It is claimed that it is the most perfect contrivance for registering distances that has yet been invented.

SINCE the helmet is to be a part of the Blaine uniform during the present political campaign, independent republicans will hereafter eschew that article of head-gear from fear of being mistaken for followers of the "plumed knight."

THE next meet of the League of Essex County Wheelmen will be held in Newburyport about the middle of August. The day's programme will include an excursion down the Merrimac, a dinner at the beach, and a ride about the town.

THE Springfield tournament will have a torchlight parade of wheels this year instead of the day parade which disappointed so many last fall. The trouble then was that fully two hundred wheelmen failed to join the parade, preferring to loaf on the park or in the hotels to marching in the hot sun. The change proposed will doubtless be novel enough to secure the participation of every visitor, and, as the number of men with wheels expected to be present next fall is far greater than those who were on hand last year, there is every prospect of making the parade a grand success. Each bicycle is supposed to have its hub-light burning, and in addition, to carry two fancy paper lanterns suspended from a stick fastened to the handle bar. The lanterns will be furnished by the bicycle club, and they will fix out tricycles, sociables, and tandems after the same fashion. The club has ordered four open-work campaign banners, thirty by forty feet, which will bear the announcement of the coming tournament. One will be flung to the breeze in Springfield, and the rest go to Worcester, Hartford, and Holyoke.

THOMAS STEVENS, the young English-

man who is on his way to Europe, traveling across this country on a bicycle, arrived at Chicago 4 July, bronzed and weather-worn. He left San Francisco, 22 April, and therefore had been forty-two days on the road. He is now on his way to New York *via* Toledo, Cleveland, and Erie, thence along the New York Central and Hudson River Railway roads. After a two weeks' rest he will take the steamer for Liverpool, and then bicycle through England, France, Germany, Austria, and Turkey to the boundary of the European continent. Mr. Stevens will stop there, and will, if possible, tour through Asia in 1885. His only additional luggage is a waterproof coat, and additions to his wardrobe are made on the road as required. He wears an army helmet, and finds it preferable to one of felt in the sun. He rides a 50-inch bicycle.

THE Capital Bicycle Club, of Washington, D. C., desire the name and address of the secretary of each bicycle club in the country. Address Walter S. Dodge, corresponding secretary.

## RACING NEWS

PROVIDENCE, 12 July.—The races of the Pawtucket Club were run at Roger Williams Park. Half-mile dash, Fred Binford (1), 1m. 42½s.; C. H. Wood (2), 1m. 43½s. 100-yard, slow, Fred Ames (1), Geo. C. Newell (2). One-mile straightaway, Fred Binford (1), 3m. 26½s.; A. B. Mann (2), 3m. 28s. Half-mile without hands, Fred Binford (1), 2m. 7½s.; Geo. C. Newell (2), 2m. 9½s. Three-mile championship, A. B. Mann (1), 11m. 18s.; Fred Binford (2), 11m. 19½s.

ROBERT O'MANNIGAN, of Rochester, N. Y., made a wager with James Costigan, of New York City, that he could ride his bicycle from Harlem bridge to Yonkers and return, a distance of twenty-four miles, in three hours. The stakes were \$100 a side, and on Saturday last the start was made. O'Mannigan arrived at Yonkers in 1h. 10m., and returned in 1h. 56m., losing by 6m.

THE Berkshire County Wheelmen will hold a tournament 14 August.

CANADIAN WHEELMEN'S ASSOCIATION.—Tuesday, 1 July, was held the second annual meet of the C. W. A. at Toronto. The association numbers 706 members, and there were 350 wheelmen in the parade. The races were as follows: One-mile, green, R. S. Wilson, Toronto B. C., 3m. 30s.; J. Egan, Woodstock B. C., 2, by one yard; J. Allen, T. B. C., 3; F. W. Monteith, T. B. C., fell on last lap, and F. W. J. Edgar, Wanderers B. C., Toronto, on first lap. Three miles, F. J. Campbell, T. B. C., 10m. 27s.; P. E. Doolittle, T. B. C., 2, by two yards; J. H. Low, Montreal B. C., 3. One-mile, championship of Canada, C. F. Lavender, T. B. C., 3m. 9½s.; W. G. Ross, M. B. C., 2, by three yards; H. P. Davies, W. B. C., 3, by two feet; G. S. Low, M. B. C., 4; J. Lamb, Ariel T. C., London, did not finish; Davies was handicapped by a heavy machine. Half-mile, without hands, P. E. Doolittle, T. B. C., 1m. 56½s.; L. Buckingham, Hamilton B. C., 2; M. F. Johnston, T. B. C., fell near the finish. Two miles, G. S. Low, M. B. C., 6m. 57 1-5s.; F. J. Campbell, T. B. C., 2, by ten yards; P. E. Doolittle, T. B. C., 3; C. A. Smith, Rochester (N. Y.) B. C., 4. One-mile, tricycle, G. A. Mothersill, Ottawa B. C., 6m. 16s.; A. T. Lane, M. B. C., 2, by one yard; T. Fane, T. B. C., and T. Monk, T. B. C., did not finish. Two miles, roadsters, not under forty pounds, R. W. Hamlin, Oshawa B. C., 6m. 54½s.; M. F. Johnson, T. B. C., 2

by ten yards; C. E. Doyle, St. Thomas B. C., 3. Curiously enough, this race on heavy roadsters was the fastest two miles ridden in any contest during the afternoon. Five miles, championship of Canada, W. G. Ross, M. B. C., 17m. 14s. 1-5s.; C. F. Lavender, T. B. C., 2, by three hundred yards; J. H. Low, M. B. C., 3; F. J. Campbell, T. B. C., and J. Lamb, A. T. C., did not finish. One-mile, Toronto wheelmen only, H. P. Davies, W. B. C., 3m. 15s.; F. J. Campbell, T. B. C., 2. Quarter-mile, over three hurdles, P. E. Doolittle, T. B. C., 1m. 35½s.; R. T. Blatchford, T. B. C., 2; M. F. Johnson, T. B. C., 3. Fancy riding, by P. E. Doolittle. Club drill, by Toronto, Buffalo, and Wanderers clubs. These races resulted in a new set of Canadian records, which are as follows: One-mile, bicycle, C. F. Lavender, 3m. 6s.; Two miles, bicycle, R. W. Hamlin, 6m. 54½s.; three miles, bicycle, F. J. Campbell, 10m. 9s.; four miles, bicycle, W. G. Ross, 13m. 55s.; five miles, bicycle, W. G. Ross, 17m. 14-5s.; one-mile, tricycle, C. A. Mothersill, 4m. 3½s. The officers elected for 1884-5 were as follows: H. S. Tibbs, of Montreal, president; J. S. Brierley, St. Thomas, vice-president; H. B. Donly Simcoe, secretary and treasurer. The meet will probably be held in Montreal next year.

**POLO ON BICYCLES.**—The bicycle polo contests at Harrison's Star Bicycle Park, Monday evening, 7 July, attracted several hundred spectators. The first contest was for novices, A. J. Houghton contending against Fred. L. Burnett, and Ralph P. Barnard against Carl Flathers. Houghton and Burnett were well matched, but the ball served decidedly in favor of Houghton, who won three straight goals. Barnard was too much for Flathers, and carried off three goals in short order. The final between Houghton and Barnard was deferred. Rex Smith and Will Robertson followed the novices in a contest for a gold medal and the championship. To carry off the medal and title three victories in as many separate contests are required, this event being the first of the series. Robertson won the first two goals rather easily, after which, Smith took the third and fourth in quick time, and the fifth after quite a struggle. The sixth goal was the longest and most brilliant rally of the evening, the dexterity of the two riders drawing forth repeated volleys of applause. The checking goal defence and flying strokes were really wonderful; and when Robertson by a skilful shot finally won the goal, his victory was cordially acknowledged. The seventh and eight goals were won by Smith, making him the winner of the first match by a score of five to Robertson's three. It cannot be said that he exhibited any particular superiority over Robertson, the two seeming very evenly matched all around. He was simply more fortunate in position play. The obstacle race followed (it ought to be called hurdle racing on bicycles). Houghton, Barnard, and Flathers rode the first heat, Flathers going over the obstacles in reckless style and winning all through. For the second heat, Robertson beat Burnett and Saltzman easily, neither of his opponents succeeding in getting over the course, and in the final heat he beat Flathers, who rode a gallant but ineffectual race against his accomplished opponent. It is a hair-raising sort of sport, in which there seems to be a lively chance for somebody to break a neck some unlucky day. The next event will take place on Monday, 21 June. Rex Smith and Will Robertson will play the second contest for the championship. There will also be an obstacle race, racing on one leg, etc.

**SYCAMORE, ILL., 4 July.**—The first club race of the Kishwaukee Bicycle Club took place at Sycamore, 4 July, under League rules. Four entries for first race, Wise, Wilcox, Slater, and Warren, half-mile heats, best two in three: First heat, Wise first, Wilcox second, Warren third; Slater broke pedal. Second heat, Wise first, Wilcox second, Slater third. Third heat, Slater and Warren starters, Slater first, Warren second. Slow race, Wise first prize, Slater second, Wilcox third; prize, medals.

**MACON, GA., 4 July.**—Sports at the park. The prettiest race of the day was the five-mile bicycle race. It was participated in by five representatives from Savannah, Macon, and Columbus. The start was made, amid much excitement. Taylor, of Macon, took the lead, but was overtaken by Thomas, of Savannah, in one hundred yards. The first mile was made by Thomas, of Savannah, in 4m. The match was the most exciting one of any kind known here, Savannah would lead one-half mile, Macon the next. Polhill finally played out and fell behind; Ingram, of Columbus, who was third man, ran neck and neck with the Savannah man until the last of the ninth lap, when he forged ahead amid the wildest cheers. He continued to pull ahead and led at the finish by over one hundred yards, winning the prize. Time, 21m. and 26s. The machine was a Columbia, 52-inch. The mile bicycle dash was next on the programme, and as the five-mile one caught on so big, it was a sight for the crowd. There was one entry, Little, of Macon, who had a walk-over. Time, 4m. 6½s.

**TORONTO, 3 July.**—One-mile, C. F. Lavender, Toronto Bicycle Club, first, in 3m. 6s.; W. G. Ross, Montreal Bicycle Club, second, by six inches; H. P. Davies, Toronto Bicycle Club, third, by twenty yards; F. J. Campbell, Toronto Bicycle Club, 4; C. Smith, Rochester, 5. Three miles, F. J. Campbell, Toronto Bicycle Club, first, in 10m. 9s.; G. S. Low, Montreal Bicycle Club, second, by a couple of feet.

**PORTLAND, ORE.**—A five mile bicycle race for the amateur championship of Oregon and a silver cup was won at Portland, 22 June, by Mr. Hatch, in 18m. 45s. In a match at Portland between Merrill, champion of the coast, on the bicycle against roller-skating, he to ride six miles while four miles were made on skates by four men, each to skate one mile, Merrill lost by half a lap; time, 21m.

**PHILADELPHIA, 4 July.**—Races at Jumbo Park: One-mile, Charles Frazier first, in 3m. 32s.; F. M. Dampman second. Ride-and-run race, 890 yards, Chas. Chickering first, in 2m. 19s.; L. J. Kolb second, by 13s. Three miles, Chas. Frazier first, in 10m. 40s.; L. J. Kolb second, by 2s. Pony v. bicycle, five miles, J. Spark's pony "Wildfire" first, in 21m. 40s. Prof. J. H. McGinnis rode against the pony, but was taken sick at the end of three miles.

**FREMONT, OHIO, 4 July.**—A series of interesting bicycle races and other sports were contested. Mile bicycle race, Brown, of Fostoria (1); half-mile bicycle dash, Knapp (1); mile race, J. H. Collister (1); two-mile bicycle race, Bates, of Cleveland (1); five-mile bicycle race, J. H. Collister (1).

**KINCARDINE, ONT., 4 July.**—One-mile, J. B. Kelly (1); F. W. Hay (2). Slow race, 100 yards, J. B. Kelly (1); F. W. Hay (2).

**COLUMBUS, IND., 4 July.**—Twenty-mile race for the championship of Indiana and Kentucky, Chas. Jenkins (1), 1h. 18m. 12s.; Prince Wells (2). One-mile, for the county championship, Will. Irwin (1), 3m. 29s.; Will. Schnur (2). Half-mile, without hands, Will. Irwin (1); N. G. Crawford (2); L. M. Wainwright came in first, but was ruled out for taking hold. Two-mile, for State championship, W. Irwin (1), 7m. 47s. Quarter-mile, Chas. Jenkins (1), 44s. Three-mile, Chas. Jenkins (1). Slow race, L. M. Wainwright (1).

**CLEVELAND, 10 July.**—Third annual races of Cleveland Bicycle Club, 10 July, at the Athletic Park. About 1,000 spectators and 100 wheelmen witnessed the races, which resulted as follows: Quarter-mile dash, W. H. Wetmore, first, 43½s. One-mile dash, A. Dolph, New London, run over in 44½s., 1m. 27½s., 2m. 14½s., 3m. 14-5s. One-mile, club championship, Geo. Collister, run over in 3m. 13½s. Half-mile dash, W. F. Knapp, first, 1m. 31½s. Five-mile, club championship, J. H. Collister, first, 19m. 59½s. Two-mile, open, W. H. Wetmore, first, 6m. 56½s. Track and weather fine.

**SALT LAKE CITY, 4 July.**—One-mile, for the championship of the Territory, two in five, Wm. Wood (1), 3m. 30s., 3m. 26s.; Walter Jennings (2). Prize, gold medal, valued at \$50. One-quarter mile handicap, two in three, H. Cartright, seventy-eight feet, (1); W. Jennings, scratch, one heat; J. Wood, thirty feet, one heat. Messrs. Wood and Jennings gave an exhibition of fancy riding.

THE new track which is to be built on Hampden Park, for bicycle racing, will be furnished with a six-inch wooden curbing all the way around. This will allow of accurate measurement and will leave no chance for disputing the records made during the September tournament.

MR. W. H. BORDEN, who recently considerably lowered the 100-mile tricycle road record by covering that distance in 9h. 8m., did the intermediate distances as follows: Eighteen miles, 1h. 25m.; thirty-five miles, 2h. 50m.; fifty miles, 4h. 13m.; eighty-four miles, 7h. 23m.; ninety-four miles, 8h. 24m.; 100 miles, 9h. 8m. It is said that a 100-mile road race is soon to occur between him and Mr. Hebblethwaite and Messrs. Webb and Nixon, in which case it is not unlikely that even this remarkable record will be lowered.

READ the advertisement of the race meeting to be held by the Connecticut Club.

A FRIEND suggests that those who are in search of novelties for the racing path get up a twenty-mile race, and let the one who wins the greatest number of miles take the trophy. It would be an interesting race and the time would be good.

AT the Rovers' Bicycle Club races, held at Crystal Palace, London, Eng., 26 June, W. Brown broke the quarter mile record, doing it in 40 2-5s., beating the previous record made by A. Thompson, by 1-5s.

WHY was Robinson described on the card as "Amateur Champion of America?" He certainly won the twenty five miles championship of the States last year, but the American championship races have been held this year, and "Doodle" no longer possesses the title.—'Cyclist.

R. CHAMBERS won the five-mile N. C. U. championship in 15s. 36 4-5s. at Cardiff, Wales, 28 June.

THE new track which the Springfield Bicycle Club is building is a half-mile in length. The home-stretch is eighty feet wide for three hundred feet, tapering off on either end to twenty feet in width. It is on a circle, very near, the turns taking six hundred feet on each end, the back stretch being a half oval. The plan of the track was drawn by Stockwell Bettes, and the shape is said to give the fastest kind of a track. A six-inch wooden curb marks the inner line or pole, so that no dispute as to track can occur this time. The whole track is fenced on both sides. It is intended to make this the model track of the world. The material of which the track is being made is a red marl, containing plenty of iron, and comes from a great distance. Experienced riders say it is better than cinders. The track is the highest at the outside, having a rise of eight inches. On the turns the rise is two feet.

#### Morgan's Defi.

*Editor Bicycling World:*—Having emerged from the mountain fastnesses of Pennsylvania, where I have had the good luck to have a week's rest, interspersed with a little practice on Mr. John Brooks's fine cinder path, I therefore now beg leave to proclaim aloud that I am ready to tackle Mr. T. W. Eck for the championship of either Canada, China, or Japan, as you poetically expressed yourself in a recent number of the WORLD. On my arrival in Toronto, which will be in a few days, I will place money in a responsible man's hands to race Mr. Eck or any other aspirant for championship honors. Respectfully,

W. J. MORGAN.

## WHEEL CLUB DOINGS

THE Chelsea Bicycle Club made a moonlight run to Ocean Pier, Chelsea Beach, last week, Thursday evening.

At a meeting of the Wakefield Bicycle Club, held 7 July, the following officers were elected: President, B. A. Parker; vice-president, W. E. Eaton; secretary and treasurer, E. D. Albee; captain, F. H. Burrill; lieutenant, E. A. Wilkins; bugler, J. Muse; club committee, B. A. Parker, E. D. Albee, and F. Nichols.

THE entire price for the land for the new Massachusetts Club's headquarters, some \$10,000 in amount, was paid Friday.

NEW Bedford 'cyclists have formed a club, with the following officers: William M. Butler, president; A. L. Blackmer, secretary and treasurer; William H. Dewhurst, captain; Charles E. Fisher, bugler. The club has a membership of nineteen to start with.

THE Toronto Bicycle Club, of Toronto, Canada, had eighty-two men in parade, at the annual meeting of the Canadian Wheelmen's Association, 1 July. This tops the record for any meet or parade on this continent. The racing men of the club also captured eleven prizes out of a possible eighteen.

At the regular semi-annual meeting of the Salt Lake Bicycle Club, held at the office of Messrs. Barnes & Davis, Salt Lake City, 7 July, 1884, the following officers were elected for the ensuing six months, and a vote of thanks was unanimously tendered to former officers of the club: Geo. J. Taylor, president; Heber S. Cutler, vice-president; D. L. Davis, captain; Wm. Wood, sub-captain; Walter Jennings, secretary and treasurer.

ELMIRA BI. CLUB.—At the semi-annual meeting, held 7 July, the following officers were elected: President, L. H. Brown; captain, J. C. Zimmerman; lieutenant, H. C. Spaulding, Jr.; secretary and treasurer, H. S. Kidder; color-bearer, T. E. Fassett; executive committee, Dr. C. W. Brown, chairman; J. F. Lingle, J. G. Kingsbury, president and captain *ex-officio*. Entrance fee was raised to \$16. After meeting, club adjourned to Weyman's for ice cream, on invitation of president and captain, thence to Brown's for cigars on the secretary, and thence to Benjamin's for soda water and bananas on the lieutenant and color-bearer, and so ended a very happy meeting.—SEC.

## 'CYCLISTS' TOURING CLUB

### American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE first annual autumn tour of the American Division will be held in Boston on the first Monday in October, 1884, when the famous "wheel around the Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

THE eighth annual Harrogate Meet will be held on Monday, 4 August, 1884. The chief consul has arranged with four of the leading lines of steamships for the club reduction in rates, so that members (only) can obtain return tickets to Liverpool or London and back, good for twelve months, for from \$100 to \$150, according to location of stateroom. For choice of staterooms, early application is desirable.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): C. S. Damrell, Old State House, Boston; C. M. Miller, 1600 Hamilton street, Philadelphia, Pa.; F. Stinson, 271 Franklin street, Boston; Mrs. Geo. T. Wilson, 3 West 96th street, New York City; Geo. T. Wilson, Box 555, New York City; F. T. Watson, 597 Washington street, Boston; J. H. H. Watson, 1 Bartlett street, Roxbury, Boston.

APPOINTMENT.—Consul for Keene, N. H., Fred. M. Tottingham.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding

a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.  
N. B.—Consuls wanted in every city and town in Canada.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

H. E. D.—Can't locate him.  
G. M. B.—Have heard of it, but have never seen it. Have no faith in it. It has no record.  
H. S. T.—The lever motion has been tried again and again. We have outgrown it.

## FIXTURES

Saturday, 19 July:  
Close of Detroit tour at Port Huron.  
Monday, 21 July:  
Chicago tourists leave Montreal.  
Saturday, 26 July:  
Massachusetts Club meet the Chicago tourists at Clinton.  
Tuesday, 29 July:  
Kennebec tourists start from Eastern Depot, Boston, at 9.00 A. M. F. A. Elwell, manager.  
Wednesday, 6 August:  
Close of Kennebec tour.  
Monday and Tuesday, 18 and 19 August:  
Annual meet of Ohio Division at Cleveland, and races.  
Monday, 11 August:  
Tricycle road race of Boston Club.  
Wednesday, 20 August:  
Second annual encampment of Cincinnati Wanderers at East Fork, Ohio.  
Saturday, 6 September:  
Road race of Cincinnati (Ohio) Wanderers.  
Tuesday, 9 September:  
Races of Connecticut Bicycle Club, Hartford.  
Tuesday, Wednesday, Thursday, and Friday, 16-19 September:  
Tournament at Springfield.  
Tuesday and Wednesday, 23 and 24 September:  
Race meeting of New Haven Club on Hamilton Park.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—One 52-inch American Rudge bicycle; never been used; ball bearings to both wheels, and bent handle bars; half-nickel and painted; will sell for \$104 cash; too small for present owner. Address, HARRY H. BROWN, Wappinger's Falls, N. Y.

**FOR SALE.**—Cheylesmore Sociable tricycle, 48-inch, running as 42-inch; ball bearings throughout; ball pedals, cradle springs, Eddystone lamps, McDonnell cyclometer; in first-class order. H. C. DOUGLAS, P. O. Box 3505, New York.

**BARGAINS.**—52-inch, hollow fork, dropped handles, half-nickel, tyres unscratched; \$70. 57-inch Light Yale, cradle spring, enamelled, \$80. Both warranted to be in first-class order. L. H. JOHNSON, Orange, N. J.

**VICTOR TRICYCLE FOR SALE.**—A 50-inch; new last November; used but little; shows no wear. Price, \$120; with lamps, \$125. Want a Sociable. Address, CHAS. M. SMITH, Room 5, Chapin Block, Buffalo, N. Y.

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The Park is directly on the line of the N. Y., N. H. & H. R. R., and N. Y. & N. E. R. R., about three miles from the city. There is a good Hotel connected with it, and any Wheelman stopping there will find it a very pleasant place, the run from there to the city taking about half an hour.

About \$700 worth of prizes will be offered, and we will endeavor to present a very attractive List. The events will comprise a

One Mile 3.20 Class.	One Mile Ride and Run.
Two Mile Tricycle.	Five Mile.
One Mile Club.	One Mile Tug of War.
Half Mile, for Boys under 16.	Fancy Biding.
One Mile.	Ten Mile.
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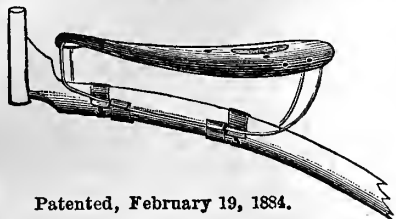
## BOUND VOLUMES.

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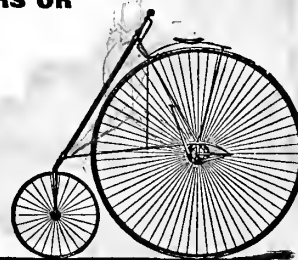
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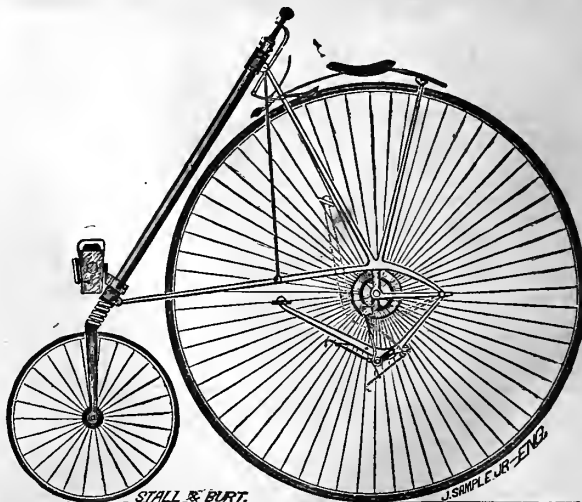
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Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 25 JULY, 1884.

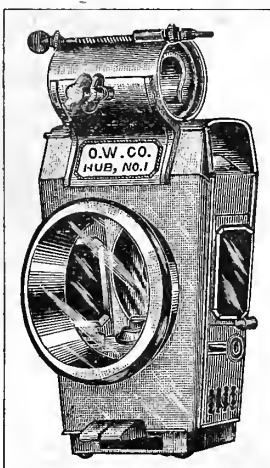
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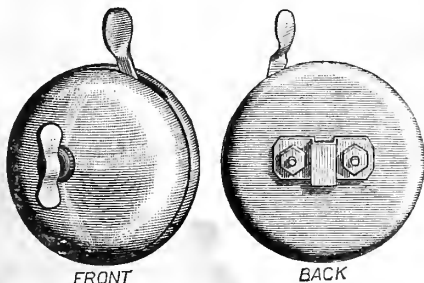
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"When thro' the park we gracefully glide,  
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Poets have rung their changes on the subject of bells, but it remained for the originator of the above lines to improve the *article* itself.

## Hart's "Standard" Bells

Have become well and favorably known in the vicinity of Philadelphia, and it is now my intention to introduce them generally.

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Will be made in five styles. Prices from 75c. to \$1.25. Its advantages are small cost, neatness, and it is the most substantial bell in the market. It is *impossible* for the bowl to jar loose from the base to which it is attached when clamped to the bicycle, an obvious advantage which all bicyclers will appreciate; fastens to either handle-bar or brake.

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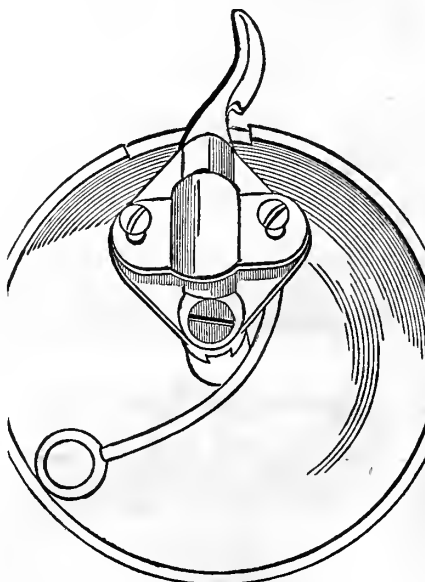


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No. 1, small size.....	\$0.75
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# THE Bicycling World

[ESTABLISHED 1879.]

## TO BICYCLERS

Who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, travelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines,—in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests.

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THE BICYCLING WORLD AIMS TO BE.

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PUBLISHERS,

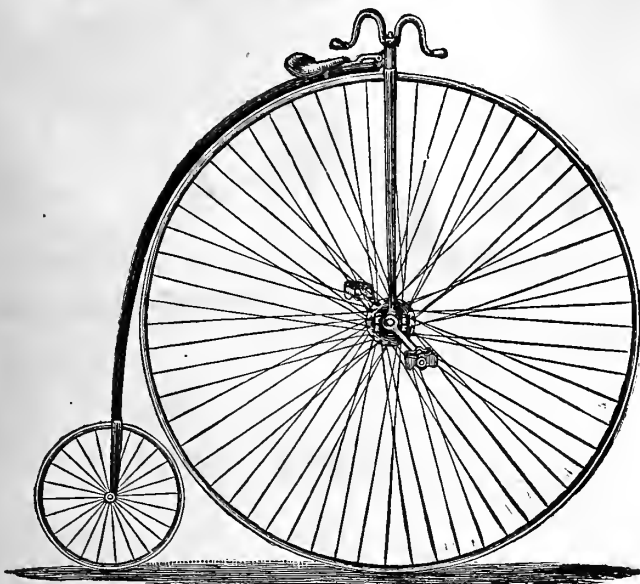
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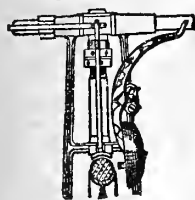
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Alarm for the "AMERICAN STAR" now ready.

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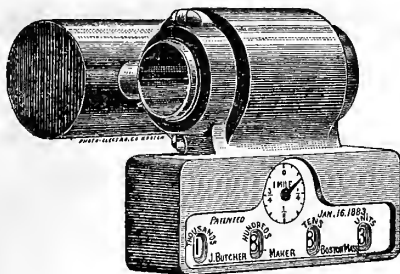
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Can be Read from the Saddle.



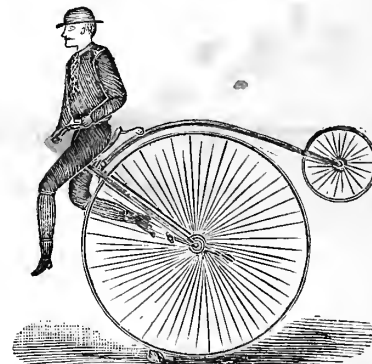
It registers to ten thousand miles and then returns to zero. It weighs less than twenty ounces. The weight which holds the dial always upward can be easily removed and a lamp substituted in its stead.

In ordering, mention size and make of wheel. Price, \$10.00. Send P. O. Money Order or N. Y. Bank Draft, payable to the

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LILLIBRIDGE BROS., Rockford, Ill.



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"I consider the Ribbon Steering Gear perfection."

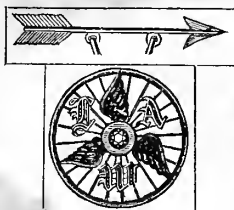
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L. A. W.



Pat. Sept.  
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Pat. applied  
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No caps or percussion tapes. *Will not rattle.* PRICE, 50 Cents, mailed on receipt of price. Liberal discount to the trade. Address J. C. McNAB & CO., Box 350, Rochester, N. Y.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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J. S. DEAN . . . . . EDITOR  
ARBOT BASSETT . . . . . MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 25 JULY, 1884.

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## Publishers' Announcement.

THE price of the WORLD per single copy will be reduced from seven cents to five cents on and after this date.

E. C. HODGES &amp; Co.

BOSTON, 2 June, 1884.

## ASSEMBLING PARTS.

WE published last week an editorial from the 'Cyclist, touching on the important matters of detail in the construction of machines. We desire to call attention to matters of detail of a different kind and for which the manufacturers them-

selves are only indirectly responsible. We refer to the putting together or assembling of parts and the repair of bicycles and tricycles. Let the machine be never so perfect in design and construction, if put together by careless hands it cannot fail to be a source of trouble and annoyance. It is an easy matter for one skilled in his work to do it properly, but for the 'cyclist in his novitiate a poor adjustment or a rattle may exist without being attended to from sheer lack of a knowledge we have no right to expect. When a person buys a machine of the 'cycle class he has a right to demand and expect that it will be ready for riding, and a dealer has no right to send out a machine unfit for the road. Though the dealers and makers can do much to secure greater perfection in the design of the smaller parts of our wheels, they cannot always see that every part is properly fitted and adjusted. Such matters must be left to the foreman and hired mechanics, and it is to them we appeal to use more care. We recall an instance in our own experience which explains what we mean.

We sent to one of our leading dealers, who, we believe, is as careful as others, to have our bicycle repaired and put in condition. The machine was delivered to us as ready for use. Before five miles were ridden the ball bearing commenced to screech and howl in a most emphatic manner. An examination proved that the workman who put the machine together neglected to oil and thoroughly clean the bearings. When a machine is sent to be put in proper shape for use, one has a right to expect that nothing will be left undone, and yet often as in the above instance, the carelessness of a workman will cause annoyance, if nothing more.

We remember another occasion of having a tricycle delivered to us with the safety rod detached. We fortunately discovered its absence before any tip-up had occurred, but nevertheless feel justified in blaming the mechanic who so negligently performed his work. We have seen tricycles just from the factory with one of the chain bolts unheaded, so that it parted immediately. Bearings and heads are often imperfectly adjusted, and work is done which indicates extreme carelessness or incompetence on the part of the workmen. We know there are many who feel a pride and interest in their work, and can always be depended

on for a satisfactory job, but there are many others who either will not or cannot perform their work as it ought to be done.

To have a chat with Papa Weston is always a pleasure, but to call on him at his charming home is indeed a treat. We will not intrude on the privacy of his home, but we think it no breach of confidence to say that on our return the other night from his home by the sea we were escorted by a couple of members of the Nemo 'Cycling Club on a sociable. There is much interest felt in the personnel of that unknown club of socialists, and we wish for our own satisfaction we knew more of it. With its members the C. T. C., uniform and all, is a *desideratum*, and a double is a necessity. It at least does not seek notoriety by any of the usual means. The press is kept in ignorance of its comings and goings, and none outside the charmed and charming circle know of its doings. We can only say we wish we owned a sociable.

"WAITING" races seem to trouble our cousins across the pond. The spurt on the last lap disgusts them. We are so used to it that a race from the word "go" is an unusual sight.

LAST year Mr. Lowndes started out on a record-breaking adventure, and succeeded in smashing all the tricycle records from one to ten miles. To do this he had the assistance of a professional as pace-maker. When he put forward his claims for the record the English 'cycling press reminded him that no record could be allowed except at a public performance and that if his was such he had made himself a professional by using a professional pace-maker. He was given the alternative of resigning his claim to the record or entering the professional ranks. He resigned his claim to the record. And yet all the English papers credit him with the record in their statistical tables, and the Clipper Almanac follows suit.

EDITOR AARON says the League members express dissatisfaction that they get nothing but dry League statistics in the official organ. What else can they expect? What else should they have? It is not encouraging to think that there are those who join the League simply for

what they can make out of it, and yet this sentiment crops out in the desire for a newspaper that many show, and we regret that the editor shows a disposition to cater to this class by giving more news.

THE League should have higher aims and not be content with supplying its members with the 'cycling news. It needs its funds for more effective work, and the officials should not be swayed by the mutterings of a few who fail to understand what the League was organized for. We have now only a margin of twenty cents per member for salaries and expenses, and it cannot well be encroached upon.

MR. A. THOMPSON was timed for a mile in 2 30 $\frac{3}{4}$ , at a recent race meeting of the West Kent Bicycle Club, at the Crystal Palace, but the authorities will not allow the record because they do not believe the man can ride so fast. The time-keeper ran for one hundred yards in the last quarter, and this, it is asserted, interfered with the movement of the watch. On this side the water we don't allow a record on the evidence of one watch, though they seldom have more in English races.

A CORRESPONDENT condemns Gov. Cleveland for vetoing a bill to repair the streets of Brooklyn, and says it was a blow to bicycling. This may be true, but there may have been good reasons for the veto which may be shown, and our friends of Brooklyn cannot expect us to take a narrow view of the subject, and let such a circumstance influence our votes in the national election. Wheelmen, as well as others, should view questions from different points of view.

MR. ABBOT BASSETT, representing the New England district for the racing board, has, with the authority of Mr. Geo. D. Gideon, chairman of the board sent a formal protest to the National 'Cyclists' Union, stating the facts in the case of the championship race at Springfield, which Robinson won and afterwards pawned the medal, and has asked that Robinson be not recognized as an amateur wheelman. In view of the friendly feelings that have always existed between the wheelmen of both countries, it seems hardly probable that the N. C. U. will

fail to listen to the protest, for such a fellow as Robinson does little credit to them at home or abroad, and all such should be weeded out of amateur ranks.

WE notice that the United States contingent of the C. T. C. is entitled to two representative councillors. These vacancies may be filled by the council, and should be. There are several members in this country well qualified for the position, and would doubtless be appointed if application were made to the council through the secretary.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

#### An Oil.

*Editor Bicycling World:*—Replying to the query of "Tricyclist" in your issue of this date, the Newbury Cyclist Club begs to inform him, and all others interested, that after extended research, it has found, in the "Extra Lantern Oil" of J. F. Jones & Co., No. 75 Haverhill street, Boston, an oil which neither encrusts the wick, nor smokes, is readily ignited, and burns in the smaller lanterns of the club about six hours, in the larger more than eight hours.

SEC.

#### Cleveland as a Friend to Wheelmen.

*Editor Bicycling World:*—In your last issue it was asked: "What has Grover Cleveland done for the benefit of Buffalo bicyclists?" I will endeavor to give what experience the riders of Brooklyn have had during his administration. As all Brooklyn wheelmen and others are aware a large number of the streets in Brooklyn are paved with concrete pavement (the principal one being Bedford avenue), and in the most wretched condition. The long and steep hill leading to this boulevard, on which so many new riders have come to grief, caused by the numerous holes and cobblestones, is very dangerous to life and limb. Hon. Alfred Hodges introduced a bill in the Legislature of 1883, approved by the mayor, and hundreds of petitioners supporting the bill. It successfully passed both houses, but failed to obtain the governor's signature. This bill called for an appropriation of \$300,000 for general street repairs, which included Bedford avenue and all other concrete streets to be resurfaced. If this bill had passed the avenue and other streets would have been in an excellent condition, especially Cobblestone hill, which would have afforded excellent riding and a delightful coast for about three quarters of a mile. Now why should the

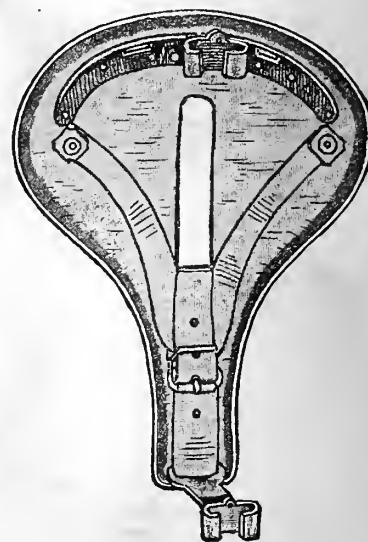
bicyclist support *such a man*? I place the matter before our fraternity and trust they will cast their vote against a man who would not approve of a bill that was direct in our interest and sport.

CHAS. SCHWALBACH,  
Kings County Wheelmen.

### MANUFACTURE

#### A New Star Saddle.

MANUFACTURED BY STALL & BURT, 509  
TREMONT STREET, BOSTON.



DURING an early spring trip, Mr. Stall, of the firm of Stall & Burt, discovered the demand for an easy Star saddle, and set to work, on returning, to get out something to suit. An experience of a year as a Star rider gave the proper idea of what was wanted, and soon the first saddles were brought out. These were manifestly imperfect, and much study and experiment were found necessary to develop it to its present state of perfection.

The application to the spring is extremely neat and is made by means of lugs, one on either side, coming around edge of spring, forming slides, which are carried over rear of the spring, and confined at proper place by means of set screws. A glance at our engravings will make the explanation perfectly clear.

The rear support is very short, and the front quite high, this being necessitated by the inclination of the Star to throw the rider forward. The high front slides the rider to a proper position at the back, which is made sufficiently broad to give a good firm seat. The horn is fairly narrow, and is carried out over the upright, forming a shield to prevent contact with the metal. The leather is attached to such points as will properly equalize the strain and allow it to settle into perfect form to fit the rider. Ventilation is assured by a very large slot running clear through the centre of the saddle.

One of the chief advantages is in the fact of the long upright in front acting as a compound lever and utilizing the spring to best advantage without danger of bumping down on to the moving tire, as happens at times with saddles which concentrate the weight on the middle of spring.



The adjustment of the saddle is perfect; tension being attained by drawing the supports apart and confining them by means of the set screws. A slight vertical adjustment is possible by changing the length of the strap, although extreme cases are met by substituting a longer or shorter upright, which may be obtained from the manufacturer or agent.

The materials and construction are extremely good, the uprights being forgings made under a drop hammer, and well finished; either in japan or nickel. The tops are each carefully blocked, being selected from best heavy side leather. The straps are all carefully stretched, and the tops riveted neatly to the backs. Each one is neatly scored and the edges carefully pared.

#### Patents.

THE following recent patents, issued from the United States Patent Office, are reported for THE WORLD by Henry W. Williams, Esq., Solicitor of American and European patents, 258 Washington street, Boston:—

No. 300,261. Brake lock for bicycles. G. S. & C. S. Hull, Chambersburg, Pa. Locks the brake in any position.

No. 300,359. Tricycle, J. Cowdrey, Janesville, Wis.

No. 300,516. Velocipede. E. R. Settle, Coventry, England. A compensating device for the driving axle.

No. 300,544. Ball-bearings for Velocipedes. Joseph White, Coventry, England.

No. 300,568. Bicycle Bell. Joseph Butcher, Boston.

No. 301,234. Bicycle. W. F. Healy, Bridgeport, Conn.

No. 301,245. Bicycle. E. G. Latta, Friendship, N. Y.

No. 301,309. Tricycle. F. B. Von Polstering, Kolitz, Saxony, Germany.

No. 301,702. Velocipede. P. J. Fay, E. St. Louis, Ill. A tricycle adapted to drag a passenger.

No. 301,934. Clip for Bicycle Saddle. H. M. Stillwell, Rochester, N. Y., assignor to Pope Manufacturing Company. To prevent rattling of the tail of the spring in the clip.

No. 302,044. Ice Velocipede. P. A. Snyder, Jersey City, N. J.

No. 302,090. Velocipede. Charles Bernard, New York City.

No. 302,098. Velocipede. J. Cardona, Chicago, Ill. For three or more riders.

## NOVICES' COLUMN

### Tricycle Riding.

THE novice in tricycle riding has less to learn than the rider of the bicycle, but he should be careful at the outset not to try to hurry, but to learn exactly how to use his strength to the best advantage.

His motto should be "go slow," till he has learned how to pedal, and steer, and back-pedal, then having mastered these, he can go as fast as he likes.

Pedalling has already been so well described in the WORLD that I have only to add to what was said therein, — that in pedalling a tricycle I think more motion of the ankle is necessary than in bicycle riding. And also the knee should be fully straightened each time the pedal reaches its lowest point.

This latter is of special importance, as it gives great power and is no great effort.

The ankle play not only helps the rider to get his crank over the "dead point," but also makes it easier for him to keep his foot on the pedal when his machine gives a jolt. If one is riding with the ankle stiff, a sudden jolt is very apt to throw the foot off the pedal with a jerk which is very disagreeable.

Riding with the knee bent and the heel raised is a trick into which a beginner is apt to fall, and one which he should carefully avoid. It is far more tiresome after a little while, and power is lost by it.

It is not necessary to enumerate the various wrong ways to pedal, however, for if the directions already given are followed, the novice will avoid them any way.

Steering a tricycle is very different — except on the Humber pattern — from steering a bicycle, and requires more caution at first.

On a bicycle the amount the rider "leans to the inside" depends on how abruptly he turns, just as it does in walking, running, or skating, — it is a matter of instinct rather than of calculation.

On a tricycle, the quickness of the turn is regulated by the amount the rider *can lean over* to the inside of the turn, and this depends on the height of the wheels, and the height of his saddle from the ground, and a number of other things which must be learned by practice.

The steering is done generally by turning the right-hand handle, and the beginner should be very careful to turn his wrist steadily and firmly. Use no haste, a very slight turn is sufficient, and the higher the speed the less turn is required.

Let the beginner avoid giving his wrist a sudden turn, as it will be apt either to upset him, or else to send him across the road sooner than he likes. Sudden turns are best avoided by the rider keeping a good lookout, — not at the road just in front of his wheel, but fifty yards ahead.

He can then choose the best going and avoid all obstacles easily and coolly.

As to back-pedalling, which should be learned by all riders, the easiest way I know of to acquire it is this:

When the machine is running at a moderate speed, let the rider allow his feet to be carried round by the cranks a few times, then when one of the pedals is at its lowest point, press steadily on it — not very hard — until it is up about half way; then let the foot be carried round by the crank till it again comes to the lowest point; then press on it again as before, and so on till the speed is sufficiently reduced. Of course both feet are to be used, alternately, and a very sudden or violent pressure should be avoided, as it is apt to throw the foot off the pedal or strain the rider's knee. As the rider becomes more expert he will be able to continue the pressure on the pedals until it almost reaches its highest point, but in the beginning it is better not to try this, as if the foot comes off the pedal — which it is almost sure to do in case of a novice if the pressure is continued after the crank is above half way — the rider is liable to get a hard knock in the heel from the crank.

A blow from a rat-trap pedal, if the machine is going at all fast, is no joke, and may injure the tendon at the back of the heel.

In all that I have said above, I have referred to a front-steering double-driving tricycle of the usual pattern.

For riding rear steerers or single drivers the pedalling would be practically the same, but the steering might be different, and more caution would be required in coasting or in going over obstacles.

Machines of the Humber type are rare on this side of the water, and I have had no experience with them. E. C. LEE.

### 'Cycling Comforts.

THAT most excellent 'cycling journal, the 'Cyclist, has given space in its columns to the views of many prominent wheelmen in England regarding a few things which greatly affect the comfort of wheelmen. As these are born of a large experience and contain much that is valuable, we shall borrow a few of them for the benefit of the readers of this department, and this week we give the letter which gave rise to the whole correspondence:—

"I should be happy to have the experience of some of my brother 'cyclists on one or two little matters connected with comfort in travelling. If they study brevity in their replies, I do not think our editor will object to give us space for a tiny discussion."

1. *Shoes v. boots.* — I am all for shoes. I ride short journeys round my own doors (five to ten miles and back) in canvas shoes, but I kick them off as soon as I return. They are either "poulticey," if I may coin a word for this occasion, or cold. They are apt to give one cold if worn in the evening after a journey.



Question A. — Is this the experience of others? Boots are not made for riding in, at least I have not found a comfortable make. Shoes ought to be strong, but light, and soft in the uppers, and *not* soled with india rubber, and not lined with canvas, which gets wet and nasty. Question B. — Can any reader, not in the trade, give suggestions about a good 'cycling shoe? N. B. — The Highland kilt brogue has a high heel with straps around the ankle and arch of the foot. Perhaps Scotch readers could tell us if they are suitable to ride in. We should not forget that comfort in the feet is a great desideratum.

2. *Stockings.* — I hate anything but Scotch wheeling ribbed hand-made lads, that won't stretch and will hardly wet. N. B. — The word "wheeling" has nothing to 'cycling; it is a name given to a kind of triply Scotch worsted. If shoes are worn, the heels ought to be fortified with darning. Question C. — Do my readers know of anything better, and what is their opinion about silk hose?

3. *Tender and perspiring feet.* — For the former the stockings ought to be thick, the shoes neither tight nor otherwise — a happy medium. If the feet sweat, they ought to be washed in water before going out in the morning, using tar soap and a little alum or lime water. The same stockings should not be worn two days running. Cold feet indicate want of stamina. Use iron tonics and do not "spurt" or rush up-hill, and never ride to distress heart or lungs.

4. *Underclothing.* — This should be silk or wool. By all means carry a spare undershirt to replace the damp one after a long ride. Rub well down and dress leisurely, then drink tea or coffee, and do not dine for twenty minutes after."

5. *Headgear.* Hats and helmets, as a rule, are hard and don't stand wind. The Scotch glengarry suits many a face. It is light, and a hurricane of wind can't blow it off. It is far more dressy than that ridiculous bandbox lid of a thing yclept the polo cap. Question D. — Have you anything to suggest on this heading? If you have n't tried the glengarry, hold your tongue; if you have tried it you must know as well as I do that, although you can't make tea or fry bacon in it, it makes a splendid drinking cup, and when you have quenched your thirst at some clear spring or rill, just give your "bonnet" a knock or two against a stone and put it on again; it will cool your brow and refresh the brains, if you have any.

6. *Drinks by the way.* — Spirits bad; when you require alcohol in that form it is time you were in bed. Beer is heavy, there is no poetry in it; it deadens the brain and soddens the body. Ginger beer does n't suit everybody, it is gassy. Soda water and milk is not bad, but tea is better. You can make your own by the wayside in five minutes. Question E. — What do you drink?

6. *Camping out.* — The healthiest kind of life under the moon. I don't know

the weight of a bell tent and hammock, but if three or four fellows were going on a cruise for a fortnight, camping out might be easily arranged. The tent and baggage might be conveyed between them, and something sent on in front. I have a little experience in gypsy life, but space warns me to defer my remarks on this and many kindred subjects, only there is nothing in the world like free discussion. Question F. — What think you?

GORDON STABLES,

M. D., R. N.

#### Niagara to Boston Tour.

MCDONALD HOUSE,

BRIGHTON, CANADA, 17 July, 1884.

CHICAGO delegation met 14 July, by wheelmen from all parts of the country, at Niagara.

15 July. Started, sixty-five strong, for Lewiston. Steamer to Toronto. Met by Toronto and Wanderers' Bicycle Clubs and entertained. Perfect weather.

16 July. Started at 9.20, arrived at Newcastle 7.30. Entertained by Newcastle Bicycle Club.

17 July. Started at 9.35. Perfect roads, fine coasts. Dance at Coburg. Flowers given us by ladies. Crowds to see us. Ladies prepared ice cream, etc., at Colbourn, but we could not stop. Arrived at Brighton hungry, ninety miles in 11.45 hours, two days.

H. F. FULLER, *Sec. of Tour.*

#### The Chicago Tourists.

THE tourists *en route* from Chicago to Boston will arrive here next Saturday evening, and during their three days' stay in this city will be entertained by several local clubs in different ways.

The Massachusetts Bicycle Club has called a run for Friday morning to meet the tourists at Clinton and escort them in to Boston. The party will start from the club's headquarters Friday morning, taking dinner at Wellesley, and reaching Clinton in the evening about the time the tourists arrive there. The next day they will escort them to Boston, entertaining them with a dinner at Hotel Wellesley. Members of the club who cannot leave Friday morning will take the 5.25 P. M. train from the Boston and Albany depot for Clinton. The Charlestown Club will meet the tourists at Wellesley and act as a portion of their escort.

The Boston Ramblers have called a run, and will start from the club-house at 3 P. M., and ride to the reservoir, awaiting the arrival of the wheelmen there. Wheelmen are invited to join this run.

The Boston Club will entertain the visitors at their club-house Monday evening.

On Tuesday the Boston Ramblers will escort them to Nahant, take dinner at Salem, returning to Boston in the afternoon. In the evening a reception will be held at the Ramblers' rooms, followed by a musical entertainment. The committee

of Ramblers having the affair in charge consists of Messrs. Harris, Stinson, Howard, Peck, Whitney, Stahl, Schuchman, Hobbs, Keats, and Sloan.

The names of the tourists who it is expected will come to Boston are as follows: B. B. Ayers, Chicago, commander; H. D. Higinbotham, Chicago, bugler; John Valentine, Chicago, colors; J. P. Maynard, Chicago, quartermaster; H. F. Fuller, Chicago, secretary; George H. Orr, Toronto, Canadian convoy; C. C. Lapham, Champlain convoy; E. F. Tolman, Worcester, Mass., New England convoy; M. E. Graves, New York, general agent; L. J. Bates, Detroit, Mich., press.

Eastern States Division — E. G. Whitney, Boston, captain; A. D. Peck, Jr., Boston; C. W. Howard, Charlestown; J. W. Vivian, Charlestown; G. Haynes, Jr., Charlestown.

Middle States Division — George R. Bidwell, captain, New York; Fred Jenkins, New York; S. W. Stickney, Buffalo; F. W. Parsons, Buffalo; H. L. Drullard, Buffalo; W. S. Bull, Buffalo; J. H. Addington, Buffalo; J. H. Wright, Philadelphia; George E. Vorhees, Morris-town, N. J.; F. T. Browning, Orange, N. J.; Elmer Skinner, Brooklyn, N. Y.; A. B. Reid, Clarion, Pa.; C. V. Reid, Clarion, Pa.; J. P. Miller, Oswego, N. Y.; H. Allerton, Pittsburg, Pa.; F. G. King, Corey, Pa.; H. D. W. English, Arcade, N. Y.; W. H. Middleton, Harrisburg, Pa.; W. H. Stone, Binghamton, N. Y.; F. A. Dixon, Oswego, N. Y.; J. W. Clute, Schenectady, N. Y.

Western States Division — W. G. E. Pierce, Chicago, captain; Dr. J. W. Wassall, Chicago; C. P. Van Schaack, Chicago; E. L. Sawyer, Fairbault, Minn.; R. B. Clark, Beloit, Wis.; R. E. Hall, Beloit, Wis.; George E. Bit-tenger, Leadville, Col.; H. W. Burpee, Rockville, Ill.; C. F. Vail, Peoria, Ill.; W. L. Armstrong, Cleveland, O.; F. P. Root, Cleveland, O.

Canadian Division — P. E. Doolittle, Toronto, captain; W. J. McIntosh, London; S. H. Lee, Toronto; A. F. Webster, Toronto; R. H. McBride, Toronto; Harry Byrie, Toronto; R. N. Butcher, Toronto; A. E. Blogg, Toronto; E. E. Horton, Toronto; R. Bowles, Toronto; W. Fisher, Toronto; R. W. Hamlin, Toronto; G. W. McIntosh, Toronto; James Brydon, Woodstock; A. M. Scott, Woodstock; W. G. Trimble, Napanee.

#### The Gospel on Wheels.

REV. R. E. MACDUFFY, a Cleveland clergyman, was recently arrested in that city for riding a bicycle on the sidewalk. He pleaded guilty, but explained that the street was in bad order, compelling him therefore to take to the walk, and said in extenuation of his offence: —

"My parish is a very large one. I am often called to the bedside of a sick or dying person, and must get there as fast as I can. I hope I am a law-abiding cit-

# WHEELMEN, ATTENTION!

*All the records, from ONE to TWENTY miles, broken on a*

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### AMERICAN RUDGE,

THE ONLY  
FIRST-CLASS ROADSTER  
at a Reasonable Price.

Rudge's Unequalled Ball Bearings to both wheels.

Hollow Forks and Backbone.

Direct Spokes (eighty to front wheel).

Curved Handle-Bars.

Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



### RUDGE RACER.

One Mile Record of the World,

**2 Min., 40 $\frac{1}{2}$  Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

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### RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.

The only regular Bicycle ever ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

Weight, 36 pounds.

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## THE COLUMBIA POWER-GEAR

*Is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material, and with the finest workmanship, and so as to avoid all unnecessary added friction by its use.*

Price of Columbia Tricycle - - - - - \$160.00  
With Power-Gear - - - - - \$180.00

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Every IDEAL BICYCLE has the Head, Handle Bars, Brake, Spring, Cranks, and Pedals Nickel Plated. They are also furnished Half and Full Nickelled. We manufacture a larger line and greater number of Bells than any other firm in the United States. Supply the celebrated Loudon's Tire Cement to large consumers at close quotations. Manufacture Flags, Flag Staffs, Saddles, Tool Bags, and other Sundries. Have a department for Repair and Nickel Plating, for which we are unexcelled. Notice the New Address:

222 and 224 North Franklin Street, Chicago, Ill.

izen, but when I receive a call of this kind I am going to respond at all hazards. I consider that in following my calling as a minister I am obeying the law of humanity, a higher law, even though I violate the law made by man."

In fining the reverend gentleman, the justice said: "When the laws of humanity, or higher laws, as you call them, conflict with the laws of this State and city, the higher laws are going to come off second best. I respect your calling—it is a noble one; but the laws to enforce which I am placed here are applicable to everybody without distinction as to person or occupation. For the present I'll stand by the ordinance. My advice to you is to 'keep in the middle of the road.' If you take to the sidewalk, you must go afoot."

#### Worcester Runs.

A LARGE party of riders responded to the call of the Worcester Æolus Wheelmen for a run last week. Start was made from Salem square at five o'clock, and the route to Shrewsbury was *via* the Bloomingdale road. In response to an invitation of George Sumner, Esq., the party halted at his house in Shrewsbury, an ample collation awaiting them, which was partaken of on the cool piazza. An hour was spent in viewing the interesting antiquities which the house contains, their history being given by Mr. Sumner and members of his family. A call was then made by the club to pay their respects to ex-Mayor Kelley. The road to New England Village was then taken, and it was found to be one of the finest roads for wheeling in this section of the country. Soon after leaving Shrewsbury, a farmer was seen approaching in a wagon, driving a cow ahead. The sight of a Rudge wheel, on which the leading man was mounted, drove the cow frantic, and she started on the dead run for Grafton. Two bicyclers were detailed to help the farmer, and having laid their wheels on the ground started in pursuit. Over fences and walls she went, and, after an exciting chase of some three miles, they appeared in the farmer's wagon, with the farmer ahead, leading the cow. Having expressed his thanks to the wheelmen, he wended his way homeward rejoicing. About this time some of the older men in the club tried to show the boys their little wheels, but, not being able to do so, one of them suggested that racing on club runs be abolished. Just before reaching the lake five of the riders dismounted in coming down a steep hill. A motion for their expulsion from the club will be made at the next meeting. On reaching the boulevard at the lake five of the "boys" went ahead out of sight, and on reaching Shrewsbury street sat down in the dust and waited for the slow men to come up. They didn't come, however, having taken a short cut *via* the dummy track and the bridge to the Island House, and around the festive board they drank the health of the five racing men waiting on

the corner. The run was a complete success, and the distance covered seventeen miles. The riders reached home at eight o'clock. The 60-inch man wanted it mentioned that he nearly ran over a woodcock in the road.

#### CURRENTE CALAMO

BOSTON's welcoming arms are outstretched towards Chicago.

THE Hub will do its best as an entertainer.

IF our wheelmen don't implant a perpetual sigh in the hearts of the visitors for a return, we shall be disappointed.

THE bean-pot is in the oven, and Boston's favorite dish will be set before Chicago.

It looks as though they were to have the pork before the beans, for the Charleston boys will meet them *en route*.

THE Brooklyn (N. Y.) wheelmen have been very much amused by the appearance of a lady and gentleman on a sociable in the Park. They appear regularly every Saturday, music day. He is gorgeously attired with bright red bows in his shoes, a red belt, and a very loud shirt and polo cap, and looks like a chromo escaped from its frame.

THE Dutch 'Cyclists' Union has a membership of three hundred and fifty, and is talking of establishing an official gazette.

CORSELLIS and Webb, of England, have just made a record of ten miles in 35m. 40s. on a tandem.

THE latest novelty in bicycles is the Kangaroo, manufactured by Hillman, Herbert & Cooper, of Coventry. The makers say: "This machine is the successful result of several experiments during the last fifteen years, and even so long ago as August, 1870, Mr. Hillman (in conjunction with the late Mr. Starley) patented a similar machine. Since its introduction early in the present season it has been received with marked favor. Many bicyclists who had given up riding the ordinary bicycle, owing to the difficulty of mounting and dismounting, and the danger of 'headers,' are riding the Kangaroo with confidence and pleasure. Tricyclists, who had abandoned the tricycle on account of the weight to be raised up-hill, and the impossibility of finding good tracks for all three wheels of a tricycle on country roads are riding it. All the points vital to the efficiency of the machine are patented in England, America, and Germany, and the makers are determined to proceed against manufacturers or dealers who infringe those patents." The machine drives with a chain and gear wheels like the tricycle, and is, of course, capable of being geared up or down as the rider pleases. The wheel is 36 inches, and a rider with such a wheel geared up to about 60 inches can get up a tremendous pace. A prize will be offered by the makers for a special race between riders of the machine, and

an astonishing record may be looked for.

OVERHEARD at Reading while waiting for the pistol: "That's a light, un, aint it, Bill? I never see sich a thin un as that before,—yer see they goes in for making 'em all so light now, and 'oller, That what he's a sitting on is 'oller, its honly a tube, you know, and all them tubes 'ave got a pea in them, and that's what makes them buz when they go by." —'Cyclist.

BOSTON has spent about \$4,000 to repair Columbus avenue, and the work is still going on.

"PHWAT wud Oi want wid a bicycle?" said the ancient Irishman to the boys who had been chaffing him. "Bedad, Oi'd as soon walk afoot as ride afoot!"

HONORARY SECRETARY J. R. HOGG, of the Shields (Eng.) Bicycle Club, was in town last week, and during his stay was the recipient of hospitalities from the Boston Bicycle Club, some members of which arranged in his honor an impromptu run to Chestnut hill reservoir and return. We had a pleasant call and a long talk with the gentleman.

MR. W. W. STALL left this city Saturday evening for a two weeks' vacation trip. He will visit Manchester and White River Junction, travelling along the valley of the Connecticut River, and finally going into Vermont. He takes with him a Pony Star.

A GENTLEMAN, who is now a well-known wheelmen, while playing baseball a few years since, was struck in the face with the ball, breaking the bone of his nose, which, when it healed up, had a decided resemblance to a hook. Some months ago he took a header from his bicycle and landed chiefly on his nose, so that the dislocated bone was forced back into its proper place by the fall, and now the happy 'cyclist has as good an appearing nose as any one need desire. —'Globe.

MESSRS. W. S. SLOCUM and Henry W. Williams are summering with their families, at "The Pines," Needham, Mass., riding back and forth on their wheels each day. The superb roads in every direction from that place had much to do with their selection.

A FEW weeks since a wheelman rode to the Bedford Springs House to see about engaging board for his family for the summer, but, upon arrival, frankly told the proprietor that the roads in that vicinity were so poor that he could not think of going there, and must look elsewhere. There's a moral here somewhere!

MR. F. E. SMITH, of the Ipswich *Chronicle*, has a valuable article in that paper of issue 19 July, in which he answers several arguments advanced by a parent why a young man should not have a bicycle.

YOUNG man to druggist: "I want to get some arnica, Russia salve, carbofic acid, Empress Relief, Davis' Pain Killer,



and a package of sticking plaster." Druggist: "All right, sir, all right. Anybody got hurt?" Young man: "Oh, no. I've just bought a bicycle."—*Somerville Journal*.

W. C. PALMER, of New Haven, has entered the house of Messrs. Stoddard, Lovering & Co., as salesman.

WHILE Walter Pitchforth, of the Amesbury Bicycle Club, was riding in that town recently, within four feet of the sidewalk, on the right of the road, he was overtaken by a team, run into, and the bicycle spoiled. The horse wheeled and ran away, and now the farmer has a job caring for the wounds on the horse.

THE Pope Manufacturing Company has just been granted another injunction against the St. Nicholas Toy Company, of Chicago.

MR. GILBERT E. CHANDLER, of the Massachusetts Club, made a century on Saturday last, riding 112 miles.

WE received a few days ago a call from John S. Prince. Mr. Prince seems to have entirely recovered from the effects of his recent fall, which, though a severe one, was somewhat exaggerated by the press reports. He is in good condition and expresses a willingness to meet any one on the path.

THE Boston side of Milton Hill is undergoing thorough repairs. At present it is unridable.

MR. JOHN A. LANDERS, of Lynn, made a hundred-mile run on Thursday, 17 July. He started from Lynn at 8.25 and rode to Medford, and from there went straight to Newburyport, a distance altogether of fifty miles, reaching there at 12.50. Starting from there at 1.20, he ran to Medford and then to Lynn, arriving here at 6.50. Whole time, 10h. 25m; actual running time,—thirty minutes stop for dinner and fifteen on account of the rain,—9h. 40m.

"I KNOW that a man named Stevens has just started out to make a trip around the world on a bicycle," observed the man in the gingham shirt.

"And wat's a bicycle?" queried old Uncle Lewis, with a strongly scornful flavor in the descending cadence of his voice.

"Why, one of those two-wheeled things that a man sets on, and makes it go with his feet."

"Hoh!" snorted Uncle Lewis disdainfully, "goin' to make a tower of the world, is he? Well, just you mark my word," and the old gentleman laid one finger impressively on the bosom of the man in the gingham shirt, "mebbe he kin git across the crick—Bowerses Crick—and again, mebbe he kin overcome the Mississippi River, but I'm a-bettin' y'u that wen he strikes the Atlantic Ocean—the old original jinerwine North American Atlantic Ocean—he's a-goin' to curl up on his little two-wheel wagin' an' low as he's beat. You hear me, Henery Williams."

And old Uncle Lewis shook his head in a threatening way, spit reflectively into the shaggy hair of a passing dog, and looked around with the air of a man who courts contradiction.—*Rockland Courier-Gazette*.

ILLSTON, who is booked for America this fall, recently had a severe fall, and it is more than likely that he will not be able to race again this season.

THE Cyclist Accident Assurance Company of England is no more.

*Small Brother*—"Why don't you get to goin' with Mabel Carson, Fred?" *Big Brother*—"Why, Charlie, do you think she's pretty?" *S. B.*—"Naw—but her brother's got the boss bicycle."—*Burlington Free Press*.

A TRICYCLING girl named Susanna, Who rode in a most taking manner,  
Bought a rational dress,  
And I now must confess  
She has knocked us all hard as a hammer.

—*News*.

WE published a few weeks since an article entitled "A Standard Opinion," and last week we gave place to a correspondent who quoted an article published by the *C. T. C. Gazette* in reply to it. The author of the original article, Mr. John B. Marsh, has written the *Gazette* to retract its words, and if they fail to do so, he promises to prosecute them. Lively times over there.

WHILE over half the entire membership of the C. W. A. turned out here, less than one-fifth of the L. A. W. rode at Washington. The C. W. A. races were splendidly contested, and had good fields of riders, the total number of starters in the ten races being thirty-five. The five L. A. W. races at Washington had but eleven starters, and were poorly contested. In short, the second annual meet of the Canadian Wheelmen's Association was not only an immense advance on its own predecessor at London, Ont., last year, but it was an immensely better showing than that made by the League of American Wheelmen at Washington this year, and we think that no more powerful argument against the suggested merging of the C. W. A. in the American Association could be found than this comparative display of the two organizations on the occasions of their representative gatherings. There was probably never much danger of our wheelmen voluntarily losing themselves in the League of American Wheelmen. There is no chance of such a step being taken now.—*Toronto Mail*.

MARTHA'S VINEYARD has thirty miles of concrete pavement. This and the added attraction of sweet-toned Boston belles make the Vineyard a bicyclist's eden. The Overman Wheel Company have some fifty tricycles on hire there which have become quite popular and it is a matter of no little difficulty to find one idle.

COREY HILL may find a conqueror among the Chicago tourists. Who knows?

## RACING NEWS

NASHVILLE, TENN., 11 July.—The first annual races of the Nashville Club were held at the Fair grounds. A grand parade of wheelmen preceded the races. Half-mile, hands off, J. B. Burdett (1), 2m. 23s.; J. Northern (2). Slow race, E. L. Morris (1). Half-mile tricycle, J. B. Burdett (1), 2m. 43s.; J. S. Ross (2). Spence medal contest, half-mile, two in three, Alex. Dyas (1); Frank Fields (2). Half-mile, Jo. Gibson (1); Carter Reeves (2); Geo. Harting (3). Two-mile handicap, Frank Fields, scratch (1), 7m. 30s. Consolation race, Alex. Dyas (1); John G. Lurch (2).

NORRISTOWN, CT.—Races held by the local club at Globe Park. The first event was a three-mile handicap, Egbert giving Crawford quarter-mile start and winning in 11m. 47s. Crawford's time was 13m. 26s. Egbert and Richardson contested in a half-mile handicap, which was won by Richardson; time, 1m. 58s. Mr. Egbert then rode two miles against Crawford, Richardson, alternating every half mile. Egbert won each heat; times, 1m. 55s., 1m. 48s., 1m. 50s., 1m. 43s. Total for two miles, 7m. 16s.

MONTROSE, PA., 4 July.—Five-mile handicap,—Geo. Webber (1), J. A. Spencer (2). One mile,—J. A. Spencer (1), W. Decker (2). Three mile,—Geo. Wade (1), G. E. Tarbell (2). Half-mile, hands off,—T. R. Finley (1), W. Decker (2). One-mile consolation,—D. W. Seism (1). Fancy riding by Annie Sylvester and T. R. Finley.

THE fourth race for the fifty-mile professional championship of the world was decided 5 July at the Ayles-ton road grounds, London, Eng., and several records from twenty-five miles up were badly broken. F. Wood won, against eight competitors, in the wonderful time of 2h. 47m. 20s., with T. Battensby a close second. Fred. Lees, third; R. James, fourth. The time for twenty-five miles was 1h. 17m. 25s.; thirty miles, 1h. 33m. 20s.; thirty-five miles, 1h. 50m. 24s.; forty miles, 2h. 10m. 14s.; forty-five miles, 2h. 28m. 58s.; fifty miles, 2h. 7m. 20s. These times are the best on record. It does not appear that the time was taken for the intermediate distances. The winner rode a 57-inch Hum-ber.

THE Association of Missouri Wheelmen have arranged for a grand international bicycle meeting at the Union grounds, St. Louis, during Fair week. One thousand dollars has already been subscribed, and prizes are to be offered which will attract the attention of the best bicyclists in the country. Among the many features of the entertainment will be a torchlight procession and a tournament by electric and calcium lights on the Union grounds.

MR. G. LACY HILLIER recently made a quarter-mile in 35 2-5s. with a flying start. This beats Whatton's 36 2-5s. heretofore the best. Hillier was thrown from his machine at the close and knocked breathless, but when he was told that he had beaten the best time, he recovered his breath and ran to the dressing-room.

THE Albany Club will hold its third annual race meeting at Island Park, 10 and 11 September.

ALL entries close for the September meet of the Springfield Club, 10 September. Racing men will be required to use entry blanks, which can be obtained by addressing S. Lawton, secretary, Springfield, Mass.

THE Berkshire County Wheelmen will hold a tournament 14 August, at Pittsfield, Mass. Entries close 11 August. There will be eleven races, as follows: First, half-mile dash, open to all; second, mile tricycle race, open to all; third, two mile bicycle, open to all; fourth, half-mile bicycle, novelty race, riders using but one pedal; fifth, mile club cup bicycle race; sixth, one-mile bicycle, no hands, open to all; seventh, five-mile bicycle, open to all; eighth, two-mile bicycle, for county championship; ninth, ten-mile bicycle, open to all; tenth, one-mile bicycle, for boys under seventeen years of age,

who have never won a prize; eleventh, half-mile consolation race.

THE Philadelphia, Germantown, and Pennsylvania Bicycle clubs are arranging for some interesting races September 13th. The affair will be under the joint management of the above clubs, which have been prominent in bicycle matters since the introduction of the wheel in this country. E. M. Aaron, chief consul of the Pennsylvania Division of the League of American Wheelmen, is chairman of the committee in charge, and Charles M. Miller, secretary of the same organization, is the secretary and treasurer. Five sub-committees have been appointed to give the details the necessary attention, and no time will be lost in making all requisite preparations for a satisfactory gathering. An effort will be made to have the annual meet of the Pennsylvania Division of the League of American Wheelmen take place on the same day, thus lending additional interest to the occasion, and increasing the number of visitors to the city. The location of the racing grounds has not yet been decided upon, but there is a strong feeling in favor of establishing a permanent track to be under the entire control of the wheelmen. If the proper support and encouragement are accorded them, this will doubtless be decided upon. Committees: Finance, Chas. M. Miller, chairman; press and advertising, G. N. Osborne, chairman; programmes and prizes, Geo. D. Gideon, chairman; grounds and track, E. L. Miller, chairman; conference, H. R. Lewis, chairman.

THE directors of the Springfield Bicycle Club held a meeting on the 15th and opened the bids for grading, cinderling, and fencing the new half-mile track. The bids were numerous and many required investigation, so no award was made. The contract will be given in a few days. The choice of a band for the occasion has not been made, but the contest lies between the Cadet band of Boston, and 7th Regiment band of New York.

THERE will be a bicycle tournament at Louisville, Ky., on 14 and 15 August, the two days preceding the opening of the Exposition. A horse v. bicycle race will be a feature of the programme. Prince will be one of the riders.

### WHEEL CLUB DOINGS

THE estimates for the new Massachusetts Bicycle Club-house are all in, the lowest one being about \$15,000, making the entire cost of building and land a little over \$25,000. This includes finishing entire, with bowling-alley, 110 lockers, and retiring rooms for the same, etc., in most elegant taste and style. The front will be one of the handsomest on the Back Bay.

SOMERVILLE (MASS.) CYCLE CLUB. — Organized July, 1884: Herbert E. Foot, president; Charles H. Sanborn, vice-president; E. A. Bickford, captain; M. Steel, secretary and treasurer; Ellsworth Fisk, first lieutenant; Ernest W. Bailey, second lieutenant; W. C. Hill, bugler.

ROCK CITY CLUB, NASHVILLE, TENN. — Organized with fifteen members.

THE Nashville (Tenn.) Club ran to Eldorado Springs, and return, fifty-four miles, 4 July.

### 'CYCLISTS' TOURING CLUB

#### American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE first annual autumn tour of the American Division will be held in Boston on the first Monday in October, 1884, when the famous "wheel around the Hub" will be repeated. Full particulars will be an-

nounced in due course, and meantime every member is asked to keep the above date free from other engagements.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): W. Norwood, 202 Main street, Paterson, N. J.; Austin B. Reeve, 704 South Main street, Princeton, Ill.; J. Valentine, Washington street, Chicago, Ill.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B. — Consuls wanted in every city and town in Canada.

### NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

#### Answers to Correspondents.

C. E. H. — The record is questioned by all the papers. See note elsewhere.

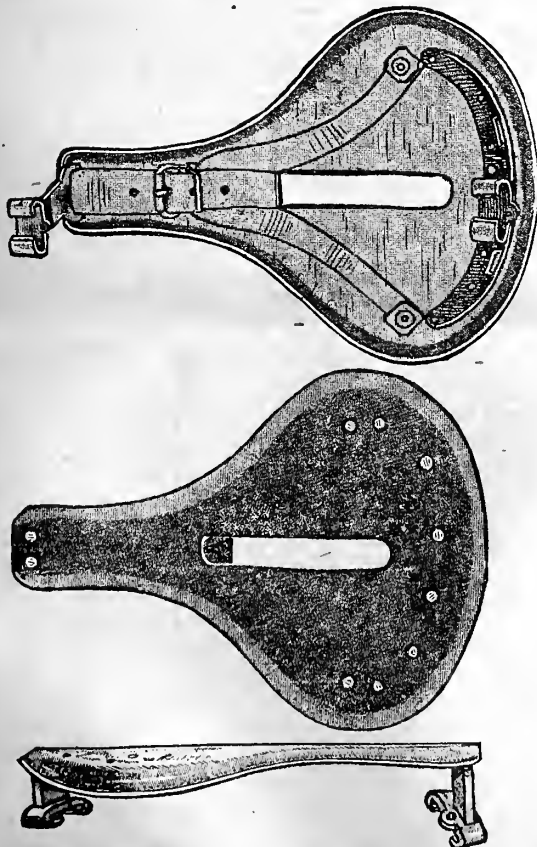
K. K. — We keep the records.

G. D. G. — In our issue of 11 April, we said, in an announcement of the Harvard races, "For the invitation races, no entrance fee of course will be charged." This is as it should be.

J. M. G. — When you miss a number don't hesitate to send for another. Sometimes it is our fault and sometimes U. S. makes the mistake.

E. L. D., CANTON, PA. — Your query could be better answered by a physician. We have no doubt that one's wind can be improved; at least that has been our experience. Whether a person with no wind can cultivate it is another thing and having never been deprived of it, we cannot answer.

GEO. A. WELLS. — Cleats and plan received. Should think the idea first-rate. They are being put in the wheel-room of the Boston Club, where I will have an opportunity to see how they work.



## THE STALL & BURT STAR SADDLE.

*Comfort attained at last with this splendid saddle which is taking the mass of Star riders by storm. The combination of the S. & B. Saddle makes the Star a different machine, and brings it to perfection. We are now making up a large quantity to supply the demand, and hope to be able to deliver promptly.*

PRICES: \$4.00 PLAIN and \$5.00 NICKELLED.

Sent only on receipt of Check or P. O. O.

**STALL & BURT,**  
509 Tremont Street - BOSTON, MASS.

## FIXTURES

Friday, 25 July:  
Massachusetts Club meet the Chicago tourists at Clinton.

Saturday, 26 July:  
Massachusetts Club take the Chicago tourists under escort. Dinner at Hotel Wellesley. Arrive in Boston afternoon.  
Ramblers run. Start at 3 P. M., and ride to Reservoir to meet the Chicago tourists.

Monday, 28 July:  
Boston Club entertain Chicago tourists in the evening at the club-house.

Tuesday, 29 July:  
Ramblers take the Chicago tourists on a run to Nahant. Dinner at Salem.  
Kennebec tourists start from Eastern Depot, Boston, at 9.00 A. M. F. A. Elwell, manager.

Wednesday, 6 August:  
Close of Kennebec tour.

Monday, 11 August:  
Tricycle road race of Boston Club.

Thursday, 14 August:  
Tournament at Pittsfield, Mass.

Thursday and Friday, 14 and 15 August:  
Tournament at Louisville, Ky.

Monday and Tuesday, 18 and 19 August:  
Annual meet of Ohio Division at Cleveland, and races.

Wednesday, 20 August:  
Second annual encampment of Cincinnati Wanderers at East Fork, Ohio.

Saturday, 6 September:  
Road race of Cincinnati (Ohio) Wanderers.

Tuesday, 9 September:  
Races of Connecticut Bicycle Club, Hartford.

Wednesday and Thursday, 10 and 11 September:  
Races of Albany (N. Y.) Club.

Saturday, 13 September:  
Races of Philadelphia, Germantown, and Pennsylvania clubs at Philadelphia.

Tuesday, Wednesday, Thursday, and Friday, 16-19 September:  
Tournament at Springfield.

Tuesday and Wednesday, 23 and 24 September:  
Race meeting of New Haven Club on Hamilton Park.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—A 60-inch Rudge Light Roadster, with rat-trap ball pedals, new a month ago, costing \$125.50; an elegant machine, but owner wants smaller size; a bargain at \$125. Address, BOX 85, Binghamton, N. Y.

**A BARGAIN.**—A Victor tricycle, for sale low; a good chance to get a machine. Call for No. 225, at STALL & BURT'S, 509 Tremont street, Boston.

**VICTOR TRICYCLE FOR SALE.**—A 50-inch; new last November; used but little; shows no wear. Price, \$120; with lamps, \$125. Want a Sociable. Address, CHAS. M. SMITH, Room 5, Chapin Block, Buffalo, N. Y.



**BEFORE YOU BUY A BICYCLE**  
Of any kind, send stamp to **GUMP BROS., Dayton, Ohio**, for large Illustrated Price List of New and Second-Hand Machines. Second-hand BICYCLES taken in exchange. BICYCLES Repaired and Nickel Plated.

## BAILEY'S HOTEL,

SO. NATICK, MASS.

Fifteen miles from Boston. Good roads through a delightful country all the way.  
\$2.50 per day. Dinner, 75 cents. Lodging, 75 cents.  
Special attention to the comfort and accommodation of Wheelmen.

A. BAILEY, Proprietor.

## BICYCLES AND TRICYCLES.

- |  |         |
|--|---------|
| 1 36-in. Special Challenge, roller bearings to both wheels, excellent order.....                       | \$40 00 |
| 1 36-in. Hecla, nickel and painted, plain bearings, good order.....                                    | 20 00   |
| 1 38-in. Ideal, bright and painted, plain bearings, good order.....                                    | 22 50   |
| 1 40-in. English, bright and painted, plain bearings, excellent order.....                             | 37 50   |
| 1 44-in. Horsman, bright and painted, plain bearings, excellent order.....                             | 37 50   |
| 1 44-in. Hecla, bright and painted, plain bearings, good order.....                                    | 25 00   |
| 1 46-in. Hecla, bright and painted, plain bearings, fair order.....                                    | 27 50   |
| 1 46-in. Hecla, bright and painted, plain bearings, good order.....                                    | 35 00   |
| 1 48-in. English, bright and painted, plain bearings, good order.....                                  | 45 00   |
| 1 48-in. Standard Columbia, bright and painted, plain bearings, fair order.....                        | 45 00   |
| 1 48-in. Standard Columbia, bright and painted, ball bearings, good order.....                         | 67 50   |
| 1 48-in. Standard Columbia, painted black, ball bearings, excellent order.....                         | 70 00   |
| 1 50-in. Standard Columbia, bright and painted, plain bearings, good order.....                        | 65 00   |
| 1 50-in. Special Challenge, newly painted and striped, roller bearings to large wheel, good order..... | 60 00   |
| 1 50-in. Expert, full nickel, latest pattern, new five weeks ago.....                                  | 120 00  |
| 1 50-in. Harvard, nickel and painted, ball bearings to large wheel, good order.....                    | 80 00   |
| 1 50-in. Special Harvard, full nickel, drop bars, been run fifty miles, good as new.....               | 115 00  |
| 1 51-in. American Club, full nickel, drop bars, been run eighty miles, good as new.....                | 125 00  |
| 1 51-in. American Star, full nickel, been run thirty miles, good as new.....                           | 85 00   |
| 1 52-in. Extraordinary, bright and painted, ball bearings, new last season.....                        | 85 00   |
| 1 52-in. Harvard, full nickel, ball bearings both wheels, excellent order.....                         | 110 00  |
| 1 52-in. Harvard, full enamelled, ball bearings both wheels, excellent order.....                      | 100 00  |
| 1 52-in. American Club, full nickel, ball bearings both wheels, good as new.....                       | 125 00  |
| 1 52-in. British Challenge, full nickel, ball bearings both wheels, new this season.....               | 125 00  |
| 1 52-in. Shadow, full enamelled, ball bearings to both wheels, excellent order.....                    | 100 00  |
| 1 52-in. Shadow, full bronzed, ball bearings to both wheels, excellent order.....                      | 100 00  |
| 1 52-in. English, painted black, plain bearings, heavy.....  | 40 00   |
| 1 52-in. Standard Columbia, painted black, parallel bearings, good order.....                          | 65 00   |
| 1 52-in. Standard Columbia, bright and painted, parallel bearings, drop bars, new this season.....     | 80 00   |
| 1 52-in. Standard Columbia, painted black, ball bearings, new this season, excellent order.....        | 75 00   |
| 1 52-in. Standard Columbia, full nickel, parallel bearings, new this season, excellent order.....      | 85 00   |
| 1 52-in. British Mail, full nickel, ball bearings, been run thirty miles.....                          | 135 00  |
| 1 52-in. Howe, nickel and enamelled, ball bearings both wheels, excellent order.....                   | 100 00  |
| 1 52-in. Sanspareil, full nickel, ball bearings to both wheels, new but shop worn.....                 | 130 00  |
| 1 54-in. Standard Columbia, bright and painted, ball bearings, good order.....                         | 70 00   |
| 1 54-in. Standard Columbia, painted and striped, ball bearings, new last season.....                   | 80 00   |
| 1 54-in. Standard Columbia, bright and nickel, ball bearings, good as new.....                         | 95 00   |
| 1 54-in. Sanspareil, nickel and painted, ball bearings, excellent order.....                           | 115 00  |
| 1 56-in. Sanspareil, nickel and painted, ball bearings, excellent order.....                           | 115 00  |
| 1 56-in. Harvard, nickel and painted, ball bearings, good order.....                                   | 100 00  |
| 1 58-in. Shadow, full nickel, ball bearings, good order.....   | 100 00  |
| 1 58-in. Royal Mail, bright and painted, ball bearings, good as new.....                               | 100 00  |
| 1 Columbia Tricycle, new this season, excellent order.....   | 135 00  |
| 1 Victor Tricycle, new this season, excellent order, 1883 pattern.....                                 | 125 00  |
| 1 Premier Tricycle, new this season, excellent order.....  | 130 00  |
| 1 Sociable Tricycle, excellent order.....  | 100 00  |
- We have a complete stock of new American Star machines; also, the Heclas & Ideals.  
The above machines are all as represented, and well worth the prices asked. Our stock of Bicycle sundries is complete, and comprises nearly everything in the Bicycle line.  
N. B.—Second-hand Acme stands, \$1.25.

American Bicycle Company,  
M. D. GILLET,  
SPRINGFIELD — — MASS.

## ANNUAL RACES

OF THE

Ohio Division, L. A. W.

AT THE

ATHLETIC PARK,

E. MADISON AVENUE,

CLEVELAND, OHIO,

UNDER THE AUSPICES OF THE

CLEVELAND BICYCLE CLUB

FIRST DAY, AUG. 18.

- 1 Mile Novice.  
5 " State Championship.  
1 " Handicap, open.  
3 " Open.  
1 " Tricycle, State Championship.  
2 " Handicap, open.  
1 " Open.

SECOND DAY, AUG. 19.

- 1 Mile Tricycle, open.  
1 " State Championship.  
10 " Open.  
2 " State Championship.  
1 " Open.  
1 " Consolation.

Over \$1,000 in prizes will be offered. State championships open to Ohio L. A. W. men only, the rest to all amateurs.  
Entrance fee, 50 cents for each event.  
Entries close 10 August, to the undersigned, to whom all general inquiries should be sent.

ALFRED ELY, Cor. Sec.

CLEVELAND BICYCLE CLUB,

873 Prospect Street.



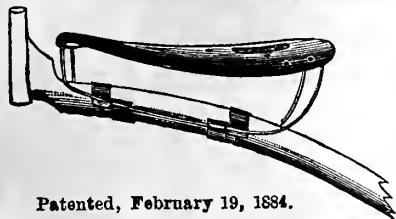
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Containing nearly fifty illustrations. Quarto, attractive design in white and gold on pale blue cover. Price, \$1.75.

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Used by Prince, Woodside, Corey, Landy, Jenkins, of Louisville, Eck, Morgan, Higham, Yates; also Miles, Armande, and Sylvester, and all the flyers. Can be used also on Star bicycles.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Why Suffer on the Road any Longer? Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

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MISSOURI WHEEL COMPANY, St. Louis, Mo., Richard Garvey, president; L. Lueders, secretary; exclusive agency of the Standard and Expert Columbia Bicycles, Harvard, Yale, Cornell, Star, Rudge, Challenge, Facile, and all high-class imported bicycles; also for the Victor, National, Rudge, Premier, Salvo, Apollo, Coventry and Coventry Convertible Tricycles. Repairing, nickelling and japanning. 210 and 212 N. 12th street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

ST. LOUIS WHEEL COMPANY, No. 1121, Olive street, C. E. STONE, manager, sole agents for the celebrated Sanspareil bicycles, the Sanspareil, American, Light Roadster and Racer. Agents for all high-class machines. Repairing, nickelling and enameling promptly done. Brazing, turning, forging, and all kinds of machine work at bottom figures. Dealers in second-hand bicycles. Send for printed list.

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A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

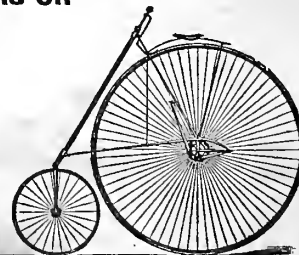
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

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BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gift buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oides of the earliest wheelmen in America. Cloth, 100 pp. Sent post paid for forty cents. E. C. HODGES & CO

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ELECTRO-VOLTAIC BELT and other ELECTRIC APPLIANCES are sent on 30 Days' Trial TO MEN ONLY, YOUNG OR OLD, who are suffering from NERVOUS DEBILITY, LOST VITALITY, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE, resulting from ABUSES and OTHER CAUSES. Speedy relief and complete restoration to HEALTH, VIGOR and MANHOOD GUARANTEED. Send at once for Illustrated Pamphlet free. Address

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The celebrated **FACILE** has been amply proved by experience in both England and America to be the **Perfection of Roadsters**, being Safe, Swift, Comfortable, and Incomparable as a Hill-climber. Its best record in 1883 was 242½ miles in 21½ hours. Its latest performance, May 17-24, 1884, was across England from south to north, 924 miles, inside of 7 days, averaging 132 miles a day, and closing with a run of 190 miles on the last day. This is **three days ahead** of the best record, and **beats the world**.

The Facile is neither "Boy's Machine" nor toy. It claims and holds no second place, but in **EVERY** material respect is **SUPERIOR** to any Bicycle made.

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Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

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STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

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Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.

SPECIAL IMPROVED

## American Star Bicycles.

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## VICTOR TRICYCLES,

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# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

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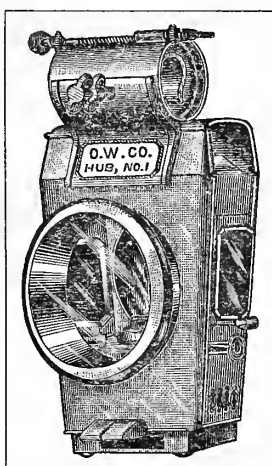
BOSTON, 1 AUGUST, 1884.

Volume 1X.  
Number 13.

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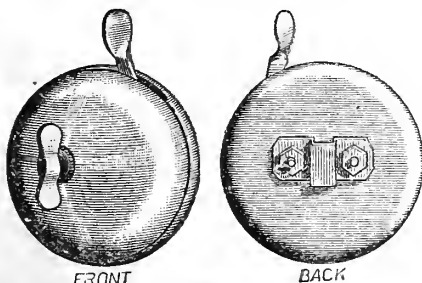
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## THE Bicycling World

[ESTABLISHED 1879.]

## TO BICYCLERS

Who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, traveling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines,—in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests.

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COMPLIMENTARY SAMPLE COPIES are occasionally sent to parties connected with the interests specially represented in its columns. Persons so receiving copies are requested to examine the contents, terms of subscription, and give it their own patronage, and, as far as practicable, aid in circulating the journal, and making its value more widely known to others, and extending its influence in the cause it faithfully serves. Samples sent on request.

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PUBLISHERS,

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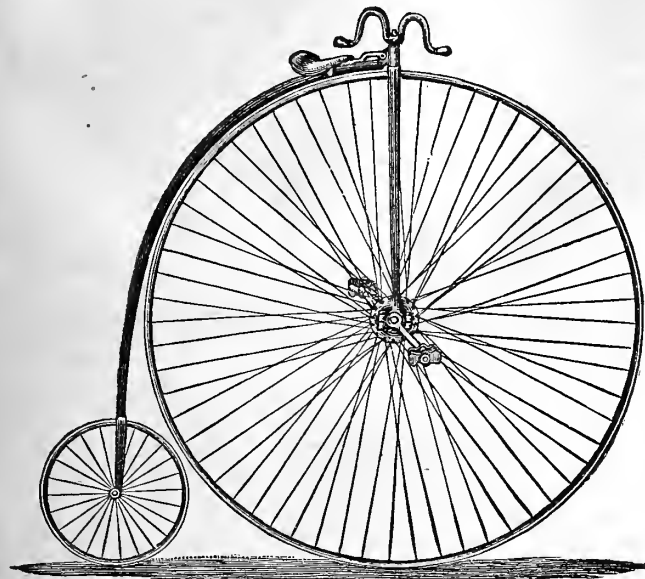
" " 10 " " " "

" " 10 " versus horse "Scotland."

Also at Boston, July 4, three 1st prizes won by Royal Mail.

Five-Mile Amateur Championship of England, won on Saturday, June 28, 1884, by R. Chambers, on a ROYAL MAIL.

The Great Midland Amateur Prize Ten-Mile Scratch Race for the Speedwell Challenge Cup, won on Saturday, June 28, 1884, at Aston, Birmingham, on a ROYAL MAIL, being the third successive year the ROYAL MAIL has been ridden by the winners of this great amateur race.



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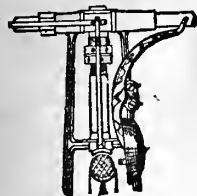
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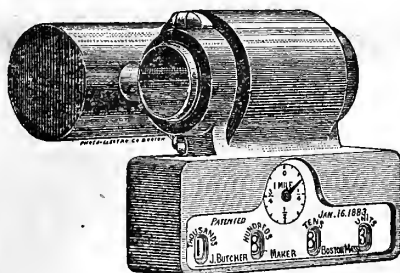
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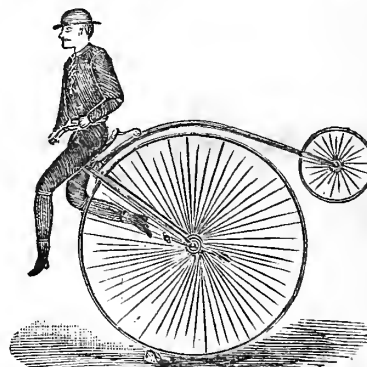
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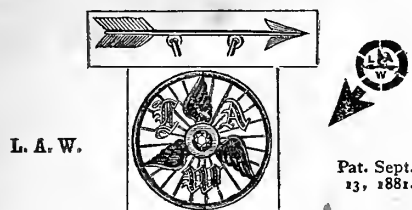
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Published every Friday

— BY —

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8 Pemberton Square, Room 12,  
BOSTON, MASS., U. S. A.

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 New England News Co., Franklin St., Boston.  
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 Sam'l T. Clark & Co., 4 Hanover St., Baltimore.  
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J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 1 AUGUST, 1884.

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### Publishers' Announcement.

THE price of the WORLD per single copy will be reduced from seven cents to five cents on and after this date.

E. C. HODGES & CO.  
 BOSTON, 2 June, 1884.

### OBSTRUCTIONISTS.

THE wheelmen of this city have been particularly free from trouble with drivers of horses and carriages. With few exceptions, most drivers have shown a good deal of consideration to 'cyclists, and a

willingness to share the road with them. On Saturday last, while on our way, in company with C. C. Weston, to meet the Chicago tourists, we were prevented from passing through a street of this city by a team drawn across the road. Though the driver was notified of our coming, he refused to turn his team, compelling Mr. Weston to dismount from his bicycle. That gentleman attempted to turn the horse's head to allow us to pass, but the irate and piggish driver insisted on taking all the space there was, and we were compelled to wait, a policeman not being at hand, until he had completed the loading of his team with brick. The driver attempted to be smart by asserting that he had a right to stay where he was for ten minutes. This assertion, which we did not at the time believe, led us to examine the ordinances of the city of Boston. Under the head "carriages," Sect. 38 reads as follows:—

No truck, cart, or other vehicle shall be so placed in any street within the city by the owner, driver, or other person having the care or ordering thereof, as to prevent the passing of any truck, cart, street-car, or carriage of any description, unless it be for a reasonable time, not exceeding six minutes, for the loading or unloading of coal or heavy articles, the weight of which, in any one parcel or package, shall not be less than six hundred pounds. And for the loading and unloading of dirt, brick, stone, sand, or of any articles, whether of the same description or not, the weight of which in any one package shall be less than five hundred pounds, no truck, cart, wagon, sleigh, sled, or other vehicle shall be wholly or in part backed or placed across any street, square, lane, or alley, or upon any flagstones or crossings of the same, or upon any sidewalk or footway; and any owner or driver or other person having the care of such vehicle, who violates either of the provisions of this section, shall be liable to a fine of not less than five dollars nor more than fifty dollars for each offence.

It will be seen by the provisions of the above ordinance that the driver was clearly violating the law and is liable to a fine for so doing. We do not know that any steps will be taken to punish the ugly driver and ungentlemanly owner of the team, who looked on and acquiesced in his employé's actions. Both deserve to be impressed with the fact that they have no right to block up the highway, and that 'cyclists have rights which must be respected. We know of no better way of convincing them of the fact than by the fine imposed by law.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

### Our Best Road.

*Editor Bicycling World:*—I wish to take exception to the statement I read in a bicycling paper a short time since, that probably the best piece of road in the city was Harrison avenue near the hospital. Is it any better than Adams street, Dorchester, from Centre street to the gasometer at the foot of Harwood's Hill? Very truly, D. D. S.

[Our correspondent is certainly correct, and the person who says that a little bit of asphalt is the best piece of road in this city commits a libel on our highways.]

### Matters of Detail.

*Editor Bicycling World:*—Under this head in the WORLD of 18 July, a number of annoyances to which riders of bicycles and tricycles are continually exposed were spoken of.

As to loosening bolts and pins, I have found the easiest way to avoid burring the ends is this:

Do not take off the nut, but merely unscrew it till it is just flush with the end of the bolt or pin—then hit it a smart rap, and the bolt will generally come out with ease. If the nut is only unscrewed till it covers all the thread of the bolt, it will be quite enough to prevent damage to the thread.

If it be necessary to do any hard hammering on the bolt, unscrew the nut till it comes flush with the end of the bolt, then take a bit of hard wood or leather and put it over the bolt end, and you may pound away and do no harm.

Anything which prevents the hammer from coming in actual contact with the bolt is sufficient, if it is softer material than the bolt itself.

If a nut sticks too hard, and will not come off, put the wrench on it, and give it a slight turn to tighten it, and then a quick turn the other way. This will often start a nut and make it come off when it would otherwise have twisted off the end of the bolt.

A bolt or pin which has rusted so that it has stuck fast can be sometimes loosened by putting on it a few drops of kerosene oil, and letting it stand a few hours. This softens the rust and enables the bolt to be taken out with comparative ease.

There are doubtless other ways which more experienced riders can suggest, by which one can get along without mechanics' tools, but these are some expedients which I have tried with success myself, and now offer for the benefit of my fellow-riders who may be less used to mechanics' work than I am. ELIOT C. LEE.

## L. E. C. W.

*Editor Bicycling World:*—The L. E. C. W. is to meet in Haverhill early in August, take the steamer (starting from Chase's wharf, corner of Water and Bridge streets) for Newburyport, a very pleasant sail of two hours down the Merrimac River, dine in that city, and then, when ready, disperse to their homes.

An erroneous impression is abroad that the ride from the southern portion of the county to this place is a hard one. To prove that it is a mistaken idea, I give below a few figures and facts for the faint-hearted to ponder on.

The roads from Salem (*via* Beverly, Wenham, Hamilton, and Ipswich) to Georgetown are perfect. Not a dismount necessary in the twenty-two miles. From Georgetown (*via* Groveland Bridge) to Haverhill, only one hill need be walked, and the sandy spot (three sixteenths of a mile) in Groveland woods will trouble no one, if they will take to the grass on the *left* of the road. The whole distance can be *easily* ridden in three hours and a half. At Groveland guides will be on hand to show wheelmen into Haverhill. Leaving Essex House, Salem: Ipswich (Agawam House), 12 6-32m., 1h. 13m.; Bateman's drug store, Georgetown, 9 26-32m., 57m.; cor. Bridge and Water streets, Haverhill, 64-32m., 40m.; total, 28 4-32m., 2h. 50m., "Butcher" measurements.

I came from Salem on the morning of 26 July, in the above time, on my wheel, and do not call myself anything more than an average rider.

Does it look as if the road was "a hard one to travel?" Fraternally,

J. FRED. ADAMS.

HAVERHILL, MASS., 28 July, 1884.

## NOVICES' COLUMN

## 'Cycling Comforts.

THE following extracts from replies to the article written for the 'Cyclist' by Gordon Stables and published by us last week, may be of use to our novices:—

If Mr. Gordon Stables will make small holes, like eyelet holes, in his shoes, they will cease to be "poulticy." The holes may be made with a hollow punch, cost sixpence, and if made in the sham holes of the toe piece, they will show very little. I make such holes in all my shoes and boots, and also in my hat. It is a comfort to dip the feet in water, and the ventilation through the holes soon dries them. I have tried riding without stockings, and with trousers folded close to the leg, and fastened with a large pin, but the inconvenience is that now and then a bare instep is shown and looks odd. Might we not have stockings made without heels and toes?

For perspiring feet, rub them with soap, and keep the soap on. In these days every disorder is ascribed to germs,

and some one says he has found that sweaty feet are caused by germs, to which he gives a long name, ending in *foetida*.

1. *Shoes v. Boots.*—Canvas shoes are the most comfortable for riding. When touring, take extra pair leather ones to put on at night, or in case of getting the others wet.

2. *Stockings.*—Woollen by all means. Remember the old recipe, "Keep the head cool and the feet warm."

3. *Tender and perspiring Feet.*—Cold feet do not always indicate want of stamina, or perspiring ones the possession of it. Throw the iron and tonics recommended to the dogs, and live naturally and reasonably.

5. *Headgear.*—A polo cap devoid of lining, with a chesecutter peak attached, and a white curtain attached to back by a button or hook, and elastic in front, can be carried in pocket when not in use. Or when excessively hot a canvas cap like the C. T. C. polo cap cover. For the construction of a hideous headgear, study the C. T. C. helmet.

6. *Drinks.*—For general use, nothing like tea; for excessive thirst, water. To prevent thirst, abstaining from all thirst-producing food, drink, and tobacco.

1. *Shoes v. Boots.*—Ordinary Oxford shoes are the best. The soles should not be thin, for a man *must* occasionally walk a few yards up a stony hill; and, as a matter of fact, likes to go for a stroll around the town or village where he is stopping before retiring for the night. Boots do not allow the ankles free play.

2. *Stockings.*—Good, thick, brown worsted are about the best, and should be "fortified with darning" at the *tendon Achilles*. Silk stockings would not last a practical rider three days.

6. *Drinks.*—I have often ridden fifty miles without drinks. I know men who have ridden seventy or eighty miles without drinks. Moral: accustom yourself to do without them, except at meal times. Indiscriminate water drinking is dangerous, for it is a prosaic fact that various things find their way into clear "springs and rills." Thirst concerns the palate, not the stomach; you should, therefore, *rinse* the mouth with water. Reviving drink, milk with beaten egg.

*Underclothing.*—I use a sort of flannel jacket next the skin, and flannel drawers, Waistcoat and coat I have lined flannel, and flannel on breeches where rag is ordinarily used. The comfort and safety of this arrangement must be tried to be appreciated. P. S. — From the jacket I carry down elastic straps to stockings, and so avoid the evil of garters. This is a tip worth knowing; as is also this: Carry a flannel shirt in your bag, put it on when you stay for the night, and *sleep in it*. I had this from a doctor, and would not now, on any account, pursue any other plan.

*Headgear.*—To my mind, nothing compares with a good stiff straw hat. Its advantages are (a) flannel all round your head and plenty of air at top; (b)

sun and rain kept off by brim; (c) not conspicuous when away from machine. The true theory is to get one a size too large, and have a band of real flannel sewn on to the rubbish which you will find inside. The sole objections to the straw are, that it may blow off, and weather soon turns it shabby. *Per contra*, it is cheap, and a belaying string can be used in windy weather.

*Drinks.*—I take as little as may be. Milk pure goes down very well with me. Also water pure, or with a dash of lemon juice. Beer and spirits are poison unless taken with food. It is not generally known that soda water mixes well with beer. Tea I cannot drink.

## A Straightaway Century.

MR. WILLIAM COLLINS, of the Meriden, Conn., Club, made a straightaway run of 155 miles to Nashua, N. H., 8 July, covering 153 miles within the twenty-four hours. This is, we believe, the best on record for a straightaway twenty-four hour run in America.

From Hartford to Springfield he found fair roads. He reached Springfield, forty-eight miles from the start, at quarter past six, where he stopped until seven. From Springfield to Palmer the roads were rideable, though not first-class. At Palmer he met Mr. Chandler, consul L. A. W., who accompanied him as far as West Brimfield. The roads from Palmer to East Brookfield were quite sandy. He reached East Brookfield at half past twelve, about eighty-five miles on his journey, from where, after a stop of an hour, he continued over good roads to Worcester, arriving there at half past three. Distance from Meriden, one hundred and five miles. From Worcester to Ayer Junction the roads were good, from Clinton to the latter place exceptionally so, being as he says, almost like a race track the entire distance of eleven miles. He reached Ayer Junction at eight, and Pepperell, ten miles from Nashua, at ten o'clock.

From Pepperell to Nashua was the hardest part of the journey, and Mr. Collins lost his way, going two miles off the road. He arrived at Nashua, 155 miles, at 12.25.

## A Century.

THE first century run ever attempted by members of the Albany Bicycle Club took place on Saturday, 19 July. The party consisted of Capt. A. H. Scattergood, C. H. Ross, J. K. Emmett, Jr., and N. L. Rush. The start was made at 3.15 A.M. by Capt. Scattergood from his residence, accompanied by Rush, Emmett and Ross joining the party within a few blocks. The route lay through Troy, Cohoes, Waterford, Mechanicsville (breakfast), Stillwater, Bemis Heights, Schuylerville, Greenwich to Salem, fifty-two miles, which was reached at 11.20 A.M. (dinner). Returning started at 1 P.M.; eight miles from Salem the

party was delayed one hour and a half by a heavy shower (I say a heavy shower, but Cap. affirms it rained *loads*). The remaining four miles to Greenwich was pushed through the mud, where all except Rush took the train for Troy, and from thence rode to Albany, making seventy-one miles. Rush, however, continued his plucky ride over horrible roads, reaching Stillwater (supper) 7.15 P. M. From there to Albany, twenty-four miles, was literally a crawl, as it was very dark, and having no lamp, a dismount had to be made for teams, both coming and going. Albany was reached at 2.40 A. M., and an excelsior cyclometer registered one hundred and nine miles. Mr. Rush has ridden but a few months, and rode a new 48-inch British Challenge, a machine he had mounted but twice before this run. The distance is well verified, as many of our members have been over this route. FIFTY-INCH.

#### The Chicago Tourists.

IT was a motley procession that filed into the Reservoir grounds last Saturday afternoon under the escort of the Massachusetts Club, and the long line of wheelmen assembled to meet and greet the party were treated to a view of the Chicago tourists arrayed in road costumes, with immense straw hats decorated with gayly colored ribbons. Boston wheelmen turned out in good force to welcome the visitors. The Massachusetts Club did the honors of the first day, escorting the party from Clinton and dining them at Hotel Wellesley. About one hundred wheelmen sat down to dinner, which was entirely informal. After dinner the tourists were shown over the Ridge Hill farms, including the famous grotto, the tower, etc. One of the most pleasant incidents of the tour was at "The Pines" in Needham, where the ladies of the house had erected a lemonade well of rocks and fences, the beverage being dispensed by several young ladies dressed in very pretty and becoming Rebecca costumes. A button-hole bouquet was then pinned on the breast of each rider, and as they rode away they heartily cheered their fair entertainers.

In the meantime the Boston wheelmen were busy making preparations to receive the tourists. The Boston Club called a meet at the Reservoir at 3.30, and about twenty members responded to the call. The Charlestown, Cambridge, and Newton Clubs were represented by detachments and individual wheelmen from other clubs were on the ground, including representatives from Milwaukee, St. Louis, and other places adjacent and remote. President Bates was in the group, having trained to Boston in advance. Upon the arrival of the tourists a halt was made for an interchange of greetings. At 6.30 the machines were once more mounted, and, after riding around the reservoir and through the gate, they proceeded by way of Brighton and Allston to the Brighton road, thence

straight in to the city, which was reached at 7 P. M. Throughout the day the Massachusetts Bicycle Club had acted as escort, and on dismounting in front of the Vendome, they stacked wheels and cheered the different clubs as they passed.

The tour has been most successful, and a very large feather has been added to the plume which Mr. Burley B. Ayers wears so gracefully. The usual number of accidents incident to such a trip have occurred, but nothing of a serious nature. Several towns and villages have been adorned with a crimson coat of paint and barrels of fun has been put in the storehouse of memory. Mr. H. F. Fuller, of Chicago, has been the secretary of the trip, and has made a faithful record of all that has occurred. A brief synopsis of the tour is as follows:—

13 July. The twenty-five Chicago men started at 8.40 P. M. over the Michigan Central Railroad, and reached Niagara Falls at 2.30 P. M. the following day.

15 July. Having been joined by a large number of extra wheelmen who intended to take the tour, a start was made at 9.30 A. M. Running over a poor road, they reached Lewiston, N. Y., some seven miles distant, in fifty minutes. Here steamer was taken across Lake Ontario, and when Toronto was reached, the Wanderers and Toronto Bicycle Club met them and extended every courtesy, and guided them around the city till 7.30 P. M., when a grand evening run was made by one hundred and fifty wheelmen.

16 July. Left Toronto at 9.20 A. M. Arrived at Newcastle at 7.30 P. M. At the outskirts of the town they were met by the Newcastle Club, who took them under escort. Distance ridden, forty-five miles. Stony road and a few high hills.

17 July. Newcastle to Brighton. Arrived at 7.45 P. M., forty-five miles ridden. Good roads.

18 July. Leaving Brighton at 9.45, the first twelve miles were ridden in an hour, and at Trenton an evergreen arch was hung over the road in welcome. At Belleville the tourists were the guests of local club, and by their invitation, together with the yacht club, they enjoyed a fine sail on board the yacht Atlanta. Napanee, the resting place for the night, was reached at 7.15 P. M. The total forty-eight miles was ridden in four hours and twenty-five minutes.

19 July. Leaving Napanee at 9.30 A. M., the party went to Odessa, and thence to Kingston, where they made the last fourteen miles in one hour and ten minutes. A special boat was next taken, and a delightful trip was made through the Thousand Islands, the final night's rest being taken at the Round Island House, previous to which some of the members visited Alexander Bay and return.

20 July. At seven o'clock start was made down the St. Lawrence, which was reached at 7.30 P. M. The day was cold and rainy, and decidedly unpleasant.

21 July. Although the weather still continued disagreeable, many of the members improved the time in seeing the sights of the city, and not a few coasted down Mt. Royal. At 6.10 P. M. the party left on a special train for Plattsburg, arriving at 8.50 P. M.

22 July. This day was spent in a trip to "Ausable Chasm" and visiting the horse shoe nail works at Keysville.

23 July. Leaving Plattsburg at 7 A. M., a delightful day was passed in traversing Lake Champlain and Lake George.

24 July. Leaving Caldwell at 10.30 A. M., they arrived at Saratoga at 12 M. where pictures of the party were taken on the steps of the United States Hotel. Mechanicsville was the end of the day's journey, and the twenty miles to reach it was made in one hour and forty-five minutes.

25 July. Leaving Mechanicsville at 7.30, Lancaster was reached at 5 P. M. Clinton was reached at 7.30, fully 2,000 people turning out to welcome the party.

#### NOTES.

The ladies along the route were especially attentive to the tourists, and every where they were received with open arms, metaphorically speaking.

The machines used by the tourists were one Facile, one Star, one Pony Star, one extra, and forty-one regular crank bicycles.

Mr. Perry Doolittle, of the Toronto Club, the official photographer of the party, secured several excellent photographs of the party during the trip.

The tourists fell in with and formed the acquaintance of a little instrument called a "kazoo," which when blown gives a diabolical screech. Many of these were procured and used on the road, and performances by the "kazoo" band were of frequent occurrence.

The Charlestown Club has furnished the Chicago tourists with tickets to Bunker Hill Monument.

As many of the tourists found it impossible to remain in Boston after Monday, the Ramblers changed their programme, and entertained them on Sunday. During the afternoon the majority were taken to Nantasket Beach on the steamer. Wheels were not taken, but the wheelmen were dressed in their cycle costume. The captain of the boat kindly invited the wheelmen up on the hurricane deck, where they were free to amuse themselves as pleased them best. The day was not favorable for a harbor excursion, as the weather was decidedly cool and the heavy clouds overhead threatened rain at any moment. At the beach it was so very cold that they could not do much but promenade the hotel piazzas, listen to the band concerts, and relate incidents of their tour. They indulged in a clam-bake at one of the beach hotels. The eight o'clock boat was taken for Boston, and the tourists at once proceeded to their hotel.

Our correspondent, B. B. Ayers, will write up the trip for the WORLD.



When Tolman, of Worcester, fell down on the rocks at Nantasket, a gamin shouted, "Hi, look at the toothpick slide!"

Monday the tourists wandered around the city, and visited the different places of interest as pleased them best. In the morning quite a number visited Harvard College. Short runs through the suburbs were indulged in by some. The tourists paid us the compliment of a visit during the day.

Monday evening an informal reception was tendered the visitors by the Boston Club. A delegation from the club waited on the visitors at the Vendome, and escorted them to the club house on Boylston street, where they were made perfectly at home by the members. The whole house was thrown open to them. During the evening a lunch was served in the pool room, under the direction of Caterer T. D. Cook.

Previous to visiting the club-house, the members of the touring party assembled at the hotel, and Mr. W. S. Bull, of Buffalo, in their behalf, presented to Commander B. B. Ayers a handsome gold Waltham watch, chain, and seal. The watch is open-faced, and bears upon its back the initials of the owner, while within is the inscription: "Presented to B. B. Ayers by members of the Niagara-to-Boston bicycle tour, July, 1884." Mr. Ayers was so taken by surprise that he was unable to say anything until after the tourists had given their famous shout of "Great Scott!" when he recovered himself enough to thank the donors.

Tuesday was the breaking-up day. Several of the tourists left Boston with the Kennebec party, others went to Newport, and others returned home. In the evening the Ramblers held their little musicale, and gathered in all the remnants of the party.

To Mrs. H. W. Williams and Mrs. W. S. Slocum must be given the credit for the pretty little reception at the "Pines."

In relation to the watch presented to Mr. Ayers, an interesting story is told at the expense of an over-officious United States inspector. The idea of the presentation culminated in Montreal, and a collection was there taken for the purpose of making the purchase. By some fortunate chance, the watch was not bought, but when the bicyclists arrived on this side of the border, the inspector said he had been informed a timekeeper had been purchased abroad, and he questioned each one, including the donee, as to whether he had the much sought-after watch.

#### Coasting Mt. Washington on Bicycles.

MESSRS. C. F. A. BECKERS, Arthur Young, and J. S. Rogers, of St. Louis, have just completed a wheel tour through the White Mountains, and they must be credited with the first coast down Mt. Washington on an ordinary bicycle. All three accomplished the feat successfully,

and all say they would not try it again. The hills about St. Louis are such that a local genius has designed a double lever brake which nearly all the riders use, and the wheels of the three bicycles were fitted with these. The brake is very powerful, and a wheel can be brought to a standstill on the steepest grade. The riders coasted legs over, and during the descent they took many croppers, in every case coming on their feet. A careful count made the number of involuntary dismounts thirty-one, distributed among the party. Beckers made the descent in fifty-one minutes, and the others were a trifle over the hour. The quickest descent heretofore has been fifty-five minutes, and so Mr. Beckers can claim the record. The legs of all three were pounded black and blue by the terrible thumping on the handle-bar.

A count of the headers taken shows that Beckers received seven, Young ten, and Rogers fourteen.

The machines ridden were Expert Columbias.

Rogers took one header that nearly put a stop to his fun. While going over a water bar he fell, and the wheel struck him on the head and stunned him for a moment. Young stopped to take care of him, and Beckers went on. They soon were able to start again, and went after Beckers.

Beckers lost his M. I. P. bag, and its contents were strewn along the road.

Beckers made the descent in exactly 49m. to the base, and 51m. to the Glen House. The others came in 1h. 14m.

#### Pope v. Overman.

THE hearing in the suit of the Pope Manufacturing Company v. the Overman Wheel Company was had on Tuesday, 29 July, before Judge Colburn. Some time last year the Overman Wheel Company took out a license from the plaintiff to manufacture and sell tricycles. The terms of that contract were in brief that the defendants keep proper books of return, that it would not dispute certain patents, that it would pay \$10 royalty on each machine made and sold, and that it would not sell under a stipulated price. On the part of the plaintiff it was agreed that no one but the Brown Quadricycle Company should be licensed to manufacture machines of a certain class, and that the plaintiff's tricycle should not be sold at less than a certain price. The Overman Wheel Company was given the right to rescind and cancel the contract at any time by notice in writing. This it did on the 9th of May, 1884, and the plaintiff thereupon brought a bill in equity to enjoin the defendants from selling machines made or in process of construction prior to the 9th of May, except as per the contract. The defendants answered that it had a right to put an end to its agreement at any time, and that it had no machines now that it had on the 9th of May. Judge Colburn refused to grant the injunction prayed for, and said he was not satisfied that the defendant had any ma-

chines, or the substantial parts of machines that it had on hand on the 9th of May.

#### The Youngest Bicycle Rider.

A COUPLE of months ago I sent a Facile to Mr. Thomas P. Campbell, of Howard, Kansas, the first one to go to that State, and heard not a word from or of it until to-day, when I received the following from him:—

"The forty Special Facile received in May is a daisy, and has been in constant use ever since. It looked so odd at first that some fun was made of it, but now all say that when they invest it will be in a Facile, for safety, ease, and strength. The third day after I received my machine I rode twelve miles into the country with it and return, in about three and a half hours, the rain commencing to fall after the first five miles, and soaking me to the skin, and continuing till I returned. The road is all up and down hill, and it would have been an impossible ride on any other wheel. I carry my little boy, aged two years, in front of me, with his legs over handle bars, on any ordinary road, and not the least danger of a 'header.'

"The Facile is a success, and will be the wheel soon."

If this little fellow does not grow up a good wheelman it will not be for lack of early training. I have heard of some pretty youthful riders, and it is quite a common thing to attach small urchins to tricycles as part of the luggage carried; but this tiny "tot" of two years is the youngest and tenderest bicycle rider yet on record; and I think he may (as quite likely he would be willing to) take the cake. Wheelmen everywhere will join me in sending him a hug, and hoping he may never get hurt.

JULIUS WILCOX.

NEW YORK, 26 June, 1884.

#### St. Louis.

THE Fourth of July was a lively day for the St. Louis wheelmen. Some of the fast men stayed at home to look after the \$250 cup, and a party went to Evansville, Ind., at the invitation of the citizens of that place. There were nine at the train on the evening of the 3d, and the crowd was a jolly one. After wheels had been stowed away in a car provided for them, we went to our sleeper, and the fun proceeded. Jokes were cracked and our famous songs rendered with much more vim than harmony (the boys were not in training just now, they said), to the delight (?) of the other occupants of the car. Tommy and another whose nickname is too long to publish went to sleep without trouble; but the others were so full of frolic that it was 1.30 A. M. before the last one dropped off—to sleep, I mean, and not like Tom, who in some way managed to drop off the edge of the upper berth to the floor, without injury, of course. The early rising fiend got up at three o'clock and yelled with stentorian voice into the ears of the sleepy heads,

# WHEELMEN, ATTENTION!

*All the records, from ONE to TWENTY miles, broken on a*

## RUDGE.



### AMERICAN RUDGE,

THE ONLY  
FIRST-CLASS ROADSTER  
at a Reasonable Price.

Rudge's Unequalled Ball Bearings to  
both wheels.

Hollow Forks and Backbone.

Direct Spokes (eighty to front wheel).

Curved Handle-Bars.

Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



### RUDGE RACER.

One Mile Record of the World,

**2 Min., 40 $\frac{1}{2}$  Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

Price, 50-in., Enamelled and Nickelled, \$140.



### RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.

The only regular Bicycle ever  
ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing  
twice and covered at rim, Hollow Front  
Forks, Semi-Tubular Rear, Hollow Han-  
dle-Bar, Harwood Step, BALL PEDALS.

Weight, 36 pounds.

Price, 50-in., Enamelled & Nickelled, \$140.

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## THE COLUMBIA POWER-GEAR

*Is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material, and with the finest workmanship, and so as to avoid all unnecessary added friction by its use.*

Price of Columbia Tricycle	-	-	-	-	-	-	-	-	-	\$160.00
With Power-Gear	-	-	-	-	-	-	-	-	-	\$180.00

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In Sizes from 38 to 50 inches, from \$35.00 to \$72.00.

The best medium-priced Bicycle in the market. Has patented meritorious features to be found in no other Bicycle. Our patented specialties include:—

THE GLOBE CASED SELF-ADJUSTING BEARING,  
IDEAL SPRING,  
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IDEAL RUBBER HANDLES,  
NON-SLIPPING AND NON-SINKING TIRES,  
RIGIDLY CLAMPED CENTRE SCREWS.

Every IDEAL BICYCLE has the Head, Handle Bars, Brake, Spring, Cranks, and Pedals Nickel Plated. They are also furnished Half and Full Nickelled. We manufacture a larger line and greater number of Bells than any other firm in the United States. Supply the celebrated Loudon's Tire Cement to large consumers at close quotations. Manufacture Flags, Flag Sticks, Saddles, Tool Bags, and other Sundries. Have a department for Repairs and Nickel Plating, for which we are unexcelled. Notice the New Address:

*222 and 224 North Franklin Street, Chicago, Ill.*

"Evansville," though we were not due there till 7.30. The breakfast in Evansville was an enjoyable one, not only on account of the quality of the food, but for other reasons. Let me relate, the waiters were all gentlemen of color, and in the doorway of the immense dining hall stood two head waiters; one a funny, wise-looking little fellow, the other a man of Samson-like proportions, who, with his chin elevated in the air, seemed to be intently studying his reflection in a mirror at the other end of the room; both wearing swallow-tailed coats and spotless linen. Beckers came in, and finding the chairs all occupied took another and proceeded to find a place. At this Samson, who had not moved a muscle so far, stepped forward, and without a word solemnly took the chair from our astonished 'cyclist, and led him to another table; then stalked back to the door, and continued studying his reflection. Result—roar of laughter from the 'cyclists. Having thus attracted our attention, we gave him no rest during that meal or for three days, mocking him continually, but without changing his sphinx-like aspect whatever. After breakfast a pleasant spin was taken through the town, under the guidance of the only wheelman in Evansville, who rides a fifty-two Expert. The main streets are paved with small cobble stones, not nearly as rough as granite and clean. The others are sandy clay, which does not stick to the wheel when wet, and is easy to pull through. The streets are lined with trees, which almost meet at the top, forming an arch through which there is a constant draught of air; thus making riding pleasant at any time of day. It is surprising that with such roadways and a population of 40,000 the city should have but one wheelman. It seemed to us that three fourths of the inhabitants were young ladies. Perhaps that accounts for it. Why is it that the 'cyclist so frequently takes headers while "making a mash"? because it is sinful? Floyd Jones measured his length on the bricks, while smiling—or rather just after smiling at a pretty brunette on First street; and our friend "Bos", who has heretofore been eminently respectable, nearly impaled himself on an iron picket fence, from the same cause. While sauntering about after dinner, Tommy bought some fire-crackers, saying he had not celebrated for four years, and intended to do so now. He forthwith lighted the whole pack, and watched them go off, standing with his arms akimbo and a complacent smile on his face. A blue coat walked silently up behind and placed his hand softly on Tommy's shoulder, without causing the "irrepressible" to look around. When the crackers had done popping, the policeman took a firm grasp on the collar of this innocent violator of a city ordinance and pushed him along towards the station house. The innocent stared, but when he took in the ridiculous situation that mammoth laugh of his rang out with all

its strength and was echoed by the rest. The policeman and his prisoner were surrounded, and the inquisitive "Secretary" suddenly poked his mug through the circle, and asked in an excited voice, "Well, whaddy u goin' to do with 'im?" Another roar, which so tickled the officer that he let Tommy go. In the afternoon an exhibition was given, also several races, all of which were hippodromed except one in which Tom and the Secretary were pitted against each other. The track was a ten-lap, with sharp corners, which suited the Secretary exactly, as he was good at turning short. The look of disgust and fright on Tom's face as he went skidding around the outer edge of a curve, in close proximity to the wire fence, afforded more amusement than the race itself. In the evening all but one, who was tired, witnessed the fireworks. This weary son of Ixion stayed at the hotel to rest. By chance (?) he became acquainted with a bevy of pretty girls, who wanted to celebrate but didn't know how, and soon was so interested in the mysteries of pyrotechnics that he missed the train which was to have taken him home; also burning himself to such an extent that two hours' close company with a bottle of Pond's extract was rendered necessary. Next day those who remained took a steamboat ride to Newburg, ten miles up the Ohio. About the only attractions there were a good dinner and a very pretty, ladylike waiter. Some one suggested that a picture of the party be taken, and the Secretary, who is bashful and stammers, essayed to ask the lady a question, somewhat after this fashion: "Er-ra—if you please—is there a—a—pho—pho— He got no further, and the roar that followed was something terrific. One, who had seated himself at the window with his feet on the sill, turned a somersault backwards into the room, and lay there helpless, haw-hawing like an exaggerated specimen of the genus "mulus," while the waiter retreated into the kitchen with her apron in her mouth. (It was a small apron). When we left Newburg the entire populace turned out to see us off,—the bicycle never having appeared in their midst before. An old gent seated on his front porch, who seemed to be over sixty, and looked like a judge, hopped up and down with excitement as we passed. We were informed that the road would be of good gravel; but the first four miles were clay, which caused a wheelman from Carmi, Ill., who had accompanied us, to croak.

All but two came home on the evening train, Beckers and the Secretary staying over the next day (Sunday). Strange to say, they refuse to relate the experiences they had; but we are inclined to believe, from the wrathful remarks they make when speaking of Evansville, that some awful joke was perpetrated on them.

From what we saw of the roads through southern Illinois and Indiana, should judge they would be good riding

in July and August. The country is generally rolling, and the soil black sandy loam or yellow clay, with an occasional gravel road. Probably the trip will be repeated next year. L. J. B.

WHEELING is publishing fac similes of the autographs of wheelmen. The issue for 16 July has those of Frank W. Weston, Frank A. Egan, and J. S. Dean.

"You make me tired," said the wheel to the bicycle maker.

THE following list is those of the participants in the tour of the Kennebec Valley, Maine, who left Eastern depot, Boston, at 9 A M., 29 July: John P. Sparrow, Geo. S. Pitcher, Wilbert R. Pitcher, F. A. Elwell, C. C. Tukesbury, E. A. Durell, W. K. Sparrow, Portland, Me.; E. J. Williams, Joseph Roberts, Wm. Shakespeare, Benj. Worth, Geo. F. Walters, Waltham, Mass.; A. F. Greenleaf, Geo. L. Knight, Amesbury, Mass.; F. S. Lindsey, Geo. E. Cain, Lynn, Mass.; H. F. Fuller, J. W. Wassall, Chicago, Ill.; J. S. Rogers, C. F. A. Beckers, St. Louis, Mo.; F. H. Johnson, Frank P. Churchill, Brockton, Mass.; C. A. Hazlett, F. J. Philbrick, Portsmouth, N. H.; C. W. Flanders, Malden, Mass.; Geo. Chinn, Marblehead, Mass.; J. H. Patton, Harrisburg, Pa.; H. J. Emmett, Seneca Falls, N. Y.; Herbert Temple, Halifax, N. S.; Frank E. Drullard, Buffalo, N. Y.; Benj. Miller, Milwaukee, Wis.; Frank H. Messer, Stoneham, Mass.; Louis B. Graves, Northampton, Mass.

MANY a man would be glad to do 40½s. for a quarter mile on a bicycle, for it is equal to 2.40½ to the mile. And yet Liles made the record on a tricycle.

"DOODLE" ROBINSON is going in for tricycle racing.

NIXON will start 11 August, to beat the tricycle record to John o' Groats. He will ride an Imperial Club.

A bicycle is like a worm—it will turn when trodden on.

W. J. MORGAN has been investigating Cleveland's record as a wheelman. He says: "On exchanging cards with the gentleman, who I found was Mr. Bissell, the partner of the governor, he said, 'Mr. Cleveland has been riding a tricycle for months past. I believe it was loaned him by a friend of his, a doctor, who strongly recommended it as a means of reducing his weight in his preparation for the Presidential race. I don't know that he rides on his tricycle at Albany, but when here he rides daily.'"

THE "Insertus Pedal Clip" is the latest invention across the water. A metallic plate is fastened to the shoe, and this fits into the pedal. It is claimed for it that it is better than a grip pedal.

THE Bax'er Reservoir lamp has a reservoir in the back portion, which holds enough oil to burn forty-eight hours.

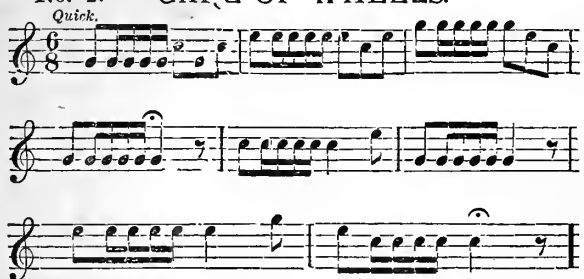


## BUGLE CALLS.

## No. 1. MORNING.



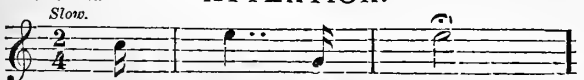
## No. 2. CAPE OF WHEELS.



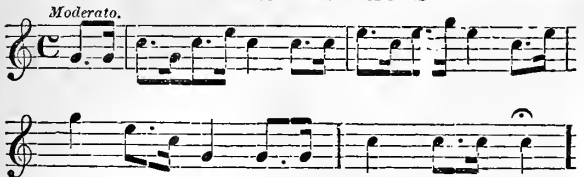
## No. 3. TABLE.



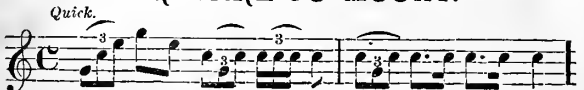
## No. 4. ATTENTION.



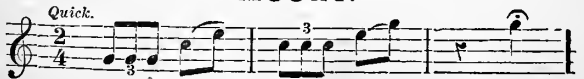
## No. 5. ATTEND WHEELS.



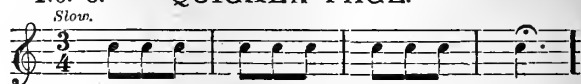
## No. 6. PREPARE TO MOUNT.



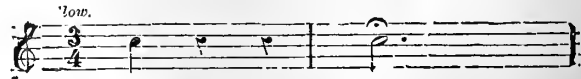
## No. 7. MOUNT.



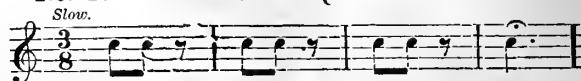
## No. 8. QUICKEN PACE.



## No. 9. SLACKEN PACE.



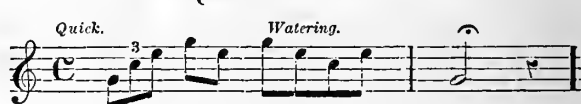
## No. 10. TWO ABREAST.



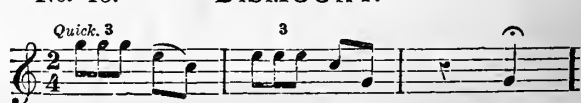
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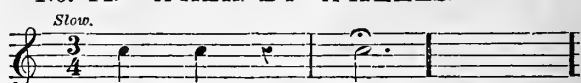
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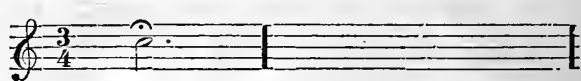
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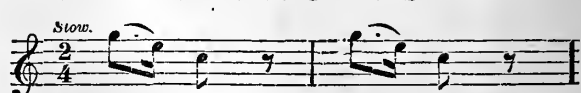
## No. 14. WALK BY WHEELS.



## No. 15. HALT.



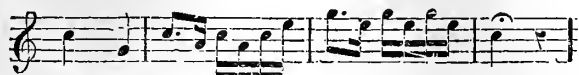
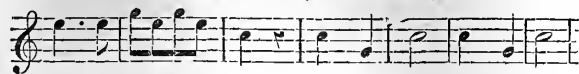
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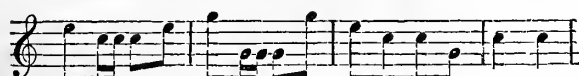
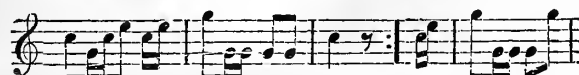
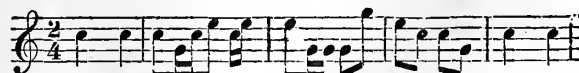
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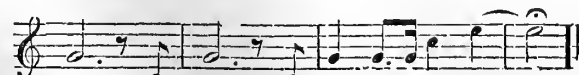
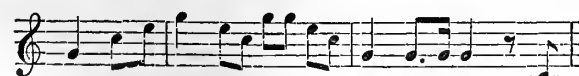
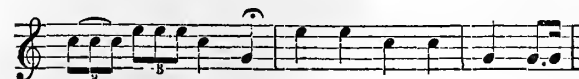
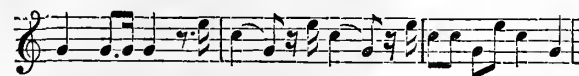
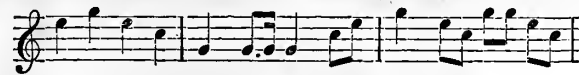
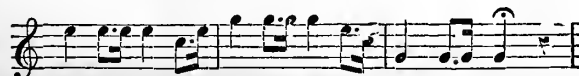
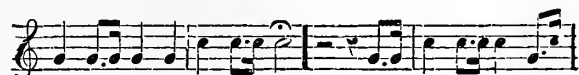
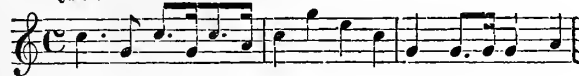
## DISBAND (continued).



## No. 18 RIDE IN FORM.



## No. 19. EVENING.

*Quick.*

## Bugle Calls.

At the request of many readers we reproduce in this issue the bugle calls and signals published by us several years ago, together with the explanations. The music is culled from the U. S. cavalry tactics.

1. MORNING. This is "Reveille," to be sounded in the morning on an excursion, or to summon the club together on a day of meet, and for other purposes which will be obvious enough.

2. CARE OF WHEELS. This is the "Stable" call, and is to be used for a summons to oil up, previous to starting, or to rub down wheels and put in order at the end of a run.

3. TABLE. This is "Mess," and will be used to call to refreshments or to meals.

4. ATTENTION. This is "Attention," and is to be used as a prelude to other calls, or for the purpose of calling to order at any time and gaining attention to commands. It will also denote that an order is about to be given which should be obeyed in form.

5. ATTEND WHEELS. This is "Assembly," the order which will be given previous to a mount; and at the sound of it each wheelman will proceed to bring his bicycle forward and place himself in readiness for the next signal.

6. PREPARE TO MOUNT. This is "Boots and Saddles"; at the sound of it bicyclers will place their wheels in line as previously arranged by the captain, with hands on handles and foot on step ready to mount.

7. MOUNT. This is cavalry order "Mount"; and at sound of it the first, or man to left of the line, will start wheel in motion and mount, and each in order will follow him.

8. QUICKEN PACE. This is the cavalry "Gallop"; at sound of it a simultaneous quickening speed will be made along the line.

9. SLACKEN PACE. This is the cavalry order "Walk"; obedience to it will mean slowing up all along the line.

10. TWO ABBREAST. This is "Trot"; but in bicycling tactics it means two by two, or ride in double file, which may be accomplished by each second man advancing to a position at the left of the one before him.

11. SINGLE FILE. This is the order "To Arms," and is given when riding two abreast to single out, in obedience to which there will be a slowing along the line; each left-hand man will fall behind his companion. It is the reverse of No. 10.

12. RIDE AT EASE. This is "Watering," the call to be sounded when riding in company, either in single or double file or in any form, to signify that each rider may take his own choice of companion or position in the road as a relief from orderly riding, or in the case of bad road, making it inconvenient to keep in regular order.

13. DISMOUNT. This is the cavalry order "Dismount," and will be sounded when riding to denote a dismount either at the end of a run, or for rest, or for walking a hill, or for other purposes, and should be obeyed from the rear, the last man dismounting first, and each succeeding one following in turn, so that no collision may be caused. It will mean, when sounded, simply to dismount, and stand by or walk with wheels, either of which will be indicated by a subsequent signal.

14. WALK BY WHEELS. This is the order "Forward," and when sounded immediately after "Dismount," or after "Attend Wheels," will be obeyed by each man placing his hand on the saddle or perch of his wheel and walking along beside it.

15. HALT. This short call may be given at any time for ordering a stand-still; if given abruptly when riding it will signify dismount and halt at once, with as much promptness and care as to avoiding collision as possible, but without observing the order of dismounting. If sounded immediately after "Dismount," it would mean stand by wheels. At any time it means to stop.

16. PILE MACHINES. This is the cavalry order "Lie Down," and will be obeyed when sounded by piling machines two and two; that is, the two at the head of

the line will lean their machines together, next two theirs, etc. It is equivalent to "Stack Arms."

17. **DISBAND.** This is "Retreat," and will be sounded at the conclusion of a meet, or at the end of a club run, when each rider may go his own way. On an excursion it will be sounded when the run for the day is ended.

18. **RIDE IN FORM.** This is "Quick Step," and the order may be given when riding through villages, or at any other time when it is desirable to ride in form and observe an even distance apart, or where the streets are narrow, or when more than usual caution is due to pedestrians and teams.

19. **EVENING.** This is "Tattoo," and may be used to summon to parlors, to entertainments, to refreshment, or to rest; it is the signal to assemble without wheels.

## CURRENT CALAMO

MR. H. S. WOOD, of the Germantown Club, recently made a century run to New York, covering 112 miles.

WE are in receipt of a photo of Miss Annie Sylvester, who is giving fancy riding exhibitions, under the management Frank E. Yates, of Chicago. She is said to be a fine rider.

H. C. FINKLER, of San Francisco, has finished his 'cycling trip through northern and southern California, and has covered 787 miles. He was accompanied over a portion of his route by Mr. A. H. Cowen, of Petaluma, and by George and Ernest Rideout, of San Francisco. Finkler rode a 52-inch Rudge Light Roadster.

THE *Bicycle* is the last candidate for favor in the list of wheel periodicals. It is published by Frank X. Mudd and J. C. McKenzie, at Montgomery, Ala., eight pages, semi-monthly.

"WELCOME the coming, speed the parting guest." It has been, "Hullo, Chicago!" "Good-by, Kennebec!" this week.

MR. WASHINGTON can be coasted on an ordinary, after all.

THE Missouri Wheel Company announces that the Duryea Star saddles are ready for delivery. Prices, jappanned, \$3.00; nickelled, \$3.75.

MR. A. D. CLAFLIN writes that he is enjoying his tour over England on his Premier tricycle, and that it has been a continuous picnic.

MR. E. H. CORSON has started on a long business trip through New Hampshire, Canada, and Maine, riding a Star.

A NEW book, "Tricycling for Ladies," is announced by Iliffe & Son.

MR. E. H. FOSS, of Campello, Mass., has shown us drawings of a bicycle which can be propelled with the little wheel in front or behind, or can be made to operate like an 'Xtraordinary. It can also be arranged to carry two riders.

WE didn't know that the Citizens' Club was dead. And yet we saw their Graves the other day.

MR. ARTHUR YOUNG, of St. Louis, is trying to conquer Corey Hill. The hill has got the best of it so far, but Mr. Young says he must climb it, or he will never dare venture back to St. Louis.

## RACING NEWS

WASHINGTON, 21 July. — Four hundred persons witnessed the polo match and obstacle race at Harrison's Star Bicycle Park. There was a large number of ladies present, and the match was played by electric light. The contestants were Rex Smith, who won the first match, and Mr. Will Robertson, his former adversary. The first goal was won by Robertson after some brilliant playing. The second and third were captured by Smith, and Robertson got the fourth. Smith took the fifth and sixth, and he only wanted one to win the match. Robertson did some excellent playing here, and after a hot contest succeeded in winning the seventh and eighth. Both men worked hard when the final inning was begun, and played all about the square cautiously, neither seeming to have an advantage. Smith sent the ball into one of the corners, but before it had touched the goal Robertson sent it back, and then a series of exchanges took place, until Robertson got the ball in a good position and sent it to his rival's goal, winning the match. There yet remain three matches to be played, and the bicycle fraternity are very much interested in the result. Smith is the favorite. The next match will take place 4 August. The obstacle race, which is run over hurdles, was next run, and after a well-contested match was won by Mr. Robertson, with A. J. Hilton second, and F. S. Burnett third.

ROCHESTER, N. Y. — Annual races of the Genesee Club: One-mile race, four-minute class, G. S. Morley (1), 3m. 41½s.; J. Elbs (2). One-mile race, two in three, 3-40 class, Chas. Connolly (1); Wm. Barber, Benj. Light-house, one heat each. One-mile race, two in three, three-twenty class, W. A. Turpin (1); M. F. Shafer (2). Both men fell and the other heats were not run. L. C. Pipes, on foot, against H. M. Stillwell, on a wheel, receiving a handicap of two hundred yards; Stillwell was an easy winner. The free-for-all three-mile race was won by Barber in 10m. 39½s., with M. F. Shafer (2). In the four-minute race, one-mile, best two in three, the first heat was taken by E. P. Cochrane, of Le Roy, in 3m. 42s.; W. W. Kenfield (2). The second heat was won by H. R. Jeffords, of Wolcott, in 3m. 46s.; G. Montgomery (2). The third heat was taken by E. P. Cochrane in 3m. 51½s.; Jeffords (2). The three-thirty race, one-mile, best two in three, was won easily by J. V. Barross, of Attica, who rode the Star; first heat, 3m. 26 7-8s.; second, 3m. 29s. The six-minute race was won by J. C. McNab in 5m. 58s. The slow race was taken by W. A. Turpin. The half-mile dash between Barross, Edinton and Barber was won by Barross in 1m. 34½s. M. F. Shafer won the five-mile in 19m. 10s.

MR. PRINCE is very anxious to get on a race with our Boston wheelmen, and will accommodate them in almost any way, singly or in pairs.

THE Providence Bicycle Club has made arrangements for a race meeting at Narragansett Park, Providence, on 2 August, beginning at 3 P. M. In addition to the club events, there will be a three-mile race, open to all amateurs, for which will be awarded three prizes — a Butcher cyclometer, a McDonnell cyclometer, and a Duryea saddle.

THE officers of the Springfield meet are as follows: Officers of the day, General Director, Henry E. Ducker; Referee, Abbot Basset. Judges, Dr. Beckwith, New York; Hal B. Donly, secretary, C.W.A.; F. W. Weston, Boston; Leland Howard, Washington; B. B. Ayers, Chicago; starter, Charles E. Whipple; clerk of course, F. W. Westervelt; scorer, George S. Miller; timer,

O. N. Whipple; police, W. H. Jordan. Chairmen of Committees: Reception, Chas. T. Higginbotham; press, A. R. H. Foss; railroad and storage, Wilbur N. Wioans; tickets, Charles A. Fisk; music, A. O. McGret; treasurer, A. Lester Fennessy; advertising, Henry E. Ducker.

THE racing board will locate a half-mile League championship with the Cleveland Club to be run at the coming tournament.

THE second race for the twenty-mile professional championship of England was run at Belgrave road grounds, 12 July. Howell won the first race, defeating Wood by a short distance, and as the two rivals were entered in this contest, great interest was shown in the event. The result was: F. Wood (1), 1h. 6s.; T. Batensby (2); F. Lees (3); R. Howell (4). It was an off day for Howell.

THE one and five-mile amateur tricycle championship of England was contested at the Crystal Palace 12 July. The track was heavy and the time was not good, though Liles made his last quarter-mile in the five-mile race in 40 1-5s., an excellent performance. The result was: One-mile, Liles (1), Webb (2); five-mile, Liles (1), Lee (2), Webb (3). The best time made was 3m. 9 3-5s. by Liles for the mile, and 18m. 8 3-5s. by the same for five miles.

F. DE CIVRY and H. O. Duncan have established a tandem tricycle record for France by covering five miles in 16m. 32s.

THE New York State Division will hold its annual meeting at Albany on 10 and 11 September, in conjunction with the race meeting of the Albany Club. The division will hold championship races at one and five miles for the bicycle and one mile for the tricycle on this occasion. The business meeting will be held on the evening of the 10th, and a parade on the forenoon of the 11th.

## WHEEL CLUB DOINGS

MEDINA (OHIO) COUNTY WHEELMEN. — Organized 4 July: President, C. F. Hobart; captain, A. J. Blackford; treasurer and secretary, C. L. Griesinger; lieutenant, B. Hendrickson.

RUSH COUNTY (IND.) WHEELMEN. — Organized 10 July: President, Arthur Irvin; secretary, L. J. Keck; captain, Geo. Davis; lieutenant, J. H. Wilson; bugler, R. A. Innis.

RIVERSIDE WHEELMEN, NEW YORK. — Organized 17 July: President, T. C. Stratton; vice-president, J. B. Fischer; captain, J. Nightingale; first lieutenant, Wm. Valteau; secretary and treasurer, W. A. Potter.

THE Nashville (Tenn.) Club made a successful and a pleasant visit to Bar Aqua in that State Saturday last.

THE Boston Club gave an impromptu reception to the Chicago tourists on Saturday evening in addition to the formal one of Monday.

THE Springfield Bicycle Club will have a clam-bake at the Calla Shasta Grove, 12 August, with dancing and sports. A steamboat will make two trips to the grove during the afternoon. The profits of the affair will be devoted to constructing the bicycle track on Hampden Park.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

A. D. P. — A rider may belong to an association that admits professionals without losing his amateur status. The N. C. U. and the L. E. C. W. admit professionals.

F. W. — Go to East Boston by boat and take Saratoga street, which runs to the right from Meridian. This will take you direct to Winthrop and Ocean Spray. It is one of the best roads in this vicinity.

**H. E. G.** — It is called a "monkey" wrench because it was invented by Thomas Munkey, of England.

**RIDER.** — Fill the bearings with kerosene or naphtha. This will cut out the gummy oil.

**ADMIRER.** — Thank you. We appreciate your good wishes and accept the compliment.

**RACER.** — Under the present code of racing rules professional races are not allowed at amateur tournaments, but the rules in this respect and in many others have not been lived up to.

**NICKEL.** — Nickel that is rusted and tarnished cannot be renewed except by redipping.

**VELOCIPED.** — The word velocipede includes all manner of wheeled vehicles propelled by foot power. The word bicycle distinguishes the two-wheeled machines from all the others.

**BALL BEARING.** — Many persons have said that ball bearings need no oil, but we take little stock in the idea.

**PERSPIRATION.** — Cover the sweat band in your hat with flannel. This will absorb the perspiration and keep it from running down the face.

**TRICYCLE.** — The Traveller is adjustable for any size rider. The Humber needs to be made to fit the rider both in leg and arms.

**E. H. C.** — The weakness you found in part suggested the article.

**C. E. S.** — They have slid and will soon go up. Boston has taken them in charge.

**WRITER.** — Send long articles so that we may have them on Monday.

**SEC.** — Thanks for list of subscribers sent. Hope the discount will satisfy you.

**RACER.** — Many racing men ride with the shortest throw of crank, but you must remember that the shorter the throw the more power needed. The nearer the pedal is to the spindle the less the distance the foot has to travel and the more power required to send it around.

**L. A. W.** — We know that the League officials claim a membership of over 5,000, but the true number is far short of this. All memberships expired 1 June, except those of the men who joined since 1 April. Of these there were, perhaps, six hundred, and some thousand may have renewed and applied since. This will make the total membership, to-day, about 1,500. A very large number of wheelmen have not renewed but they are allowed to keep on with the League till 1 September, when their names will be dropped. These latter receive the official *Gazette* till 1 September, but they have no tickets and cannot get the privileges the pasteboards bring.

**T. B. S.** — The Scotch glengarry is the cap so popular with Scotchmen that terminates in a point at the back and without visor. The back is generally open and tied with ribbon. The first Boston club cap was a glengarry with a visor. See illustration of it in *Wheelman*, vol. I., page 403. It does not protect the eyes in its regular form.

ORGANIZED MAY 6, 1881.

INCORPORATED JAN. 23, 1884.

HENRY E. OUCKER,  
Pres't.C. T. HIGGINBOTHAM,  
Vice Pres't.

September 16, 17, 18, and 19, 1884.

SANFORD LAWTON,  
Sec'y.A. L. FENNESSY,  
Treas.

## GRAND INTERNATIONAL BICYCLE TOURNAMENT, SPRINGFIELD, MASS., SEPT. 16, 17, 18, 19, 1884.

On which occasion upwards of \$20,000.00 will be expended. 36 Grand Races, no two alike: Eight 1-mile; four 2-mile; five 3-mile; four 5-mile; two 10-mile; three 1-2-mile; one each, 1, 2, 3-mile Tandem; one each, 1, 2, 3, 5-mile Tricycle. All Races run on a new and fast 1-2-mile track, well fenced, and with a fixed pole. Grand Parade Wednesday, Sept. 17. Grand Display of Fire-works Thursday, Sept. 18. Full particulars in "Springfield Wheelmen's Gazette" for August; sample copy to all applicants. Entries close Sept. 10, to A. L. FENNESSY. Entry Forms furnished upon application. For further particulars, address

SPRINGFIELD BICYCLE CLUB,  
Springfield, Mass.

## \$1000 IN PRIZES. THIRD ANNUAL RACE MEETING OF THE ALBANY BICYCLE CLUB, ALBANY, N. Y.

Island Park, Sept. 10th and 11th, 1884.

IN CONNECTION THEREWITH WILL BE HELD A

MEET OF THE NEW YORK STATE DIVISION OF THE L. A. W.  
19 Events, 29 Prizes, Value, \$1,000.

WHICH WILL INCLUDE THE

One and Five Mile Championships of New York State.

Prizes for the last-mentioned races to be valuable gold medals given by the Albany Club. Further information will be published in this paper and programmes circulated.



## FIXTURES

Saturday, 2 August:  
Race meeting at Providence, R. I.

Wednesday, 6 August:  
Close of Kennebec tour.

Monday, 11 August:  
Tricycle road race of Boston Club.

Thursday, 14 August:  
Tournament at Pittsfield, Mass.

Thursday and Friday, 14 and 15 August:  
Tournament at Louisville, Ky.

Monday and Tuesday, 18 and 19 August:  
Annual meet of Ohio Division at Cleveland, and races.

Wednesday, 20 August:  
Second annual encampment of Cincinnati Wanderers at East Fork, Ohio.

Wednesday, 27 August:  
Race meeting at Buffalo, N. Y.

Saturday, 6 September:  
Road race of Cincinnati (Ohio) Wanderers.

Tuesday, 9 September:  
Races of Connecticut Bicycle Club, Hartford.

Wednesday and Thursday, 10 and 11 September:  
Races of Albany (N. Y.) Club.

Saturday, 13 September:  
Races of Philadelphia, Germantown, and Pennsylvania clubs at Philadelphia.

Tuesday, Wednesday, Thursday, and Friday, 16-19 September:  
Tournament at Springfield.

Tuesday and Wednesday, 23 and 24 September:  
Race meeting of New Haven Club on Hamilton Park.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—A 54-inch British Challenge, hollow forks, and ball bearings to both wheels, Bown's ball pedals, inch front tire, plated, all but G. M. hubs and rims; in good condition; price, \$120; may be seen at FACILE AGENCY, 15 Park place, New York.

**FOR SALE.**—One nickel-plated tandem attachment for two Experts, or other closed-head bicycles, complete, with seats and springs ready to use; has been tested and is all right; will be sold cheap. For full particulars and price, Address H. G. ROUSE, 110 S. Washington street, Peoria, Ill.

**FOR SALE.**—A 54-inch full-nickelled Harvard, ball bearings to both wheels, dropped handle-bar, rubber handles, Excelsior cyclometer, a new M. I. P. bag; price, \$85. Address, W. S. WEBBER, Cazenovia, N. Y.

**A BARGAIN.**—A Victor tricycle, for sale low; a good chance to get a machine. Call for No. 225, at STALL & BURT'S, 509 Tremont street, Boston.

**VICTOR TRICYCLE FOR SALE.**—A 50-inch; new last November; used but little; shows no wear. Price, \$120; with lamps, \$125. Want a Sociable. Address, CHAS. M. SMITH, Room 5, Chapin Block, Buffalo, N. Y.



**BEFORE YOU BUY A BICYCLE**  
Of any kind, send stamp to **GUMP BROS., Dayton, Ohio**, for large Illustrated Price List of New and SECOND-HAND MACHINES. Second-hand BICYCLES taken in exchange. **BICYCLES Repaired and Nickel Plated.**

## BOUND VOLUMES.

Those who wish to secure a full set of the WORLD should make haste to do so. We have very few copies of Vol. 2, and, before many weeks, it will be impossible to secure a full set. There can be no fuller nor more faithful record of our sport than these present.

Volumes from 1 to 8, \$2.00 each; the set for \$10.  
American Bicycling Journal, \$4.50.

## ANNUAL RACES

OF THE

Ohio Division, L. A. W.

AT THE

ATHLETIC PARK,

E. MADISON AVENUE,

CLEVELAND, OHIO,

UNDER THE AUSPICES OF THE

CLEVELAND BICYCLE CLUB

### FIRST DAY, AUG. 18.

- 1 Mile Novice.
- 5 " State Championship.
- 1 " Handicap, open.
- 3 " Open.
- 1 " Tricycle, State Championship.
- 2 " Handicap, open.
- 1 " L. A. W. Championship.

### SECOND DAY, AUG. 19.

- 1 Mile Tricycle, open.
- 1 " State Championship.
- 10 " Open.
- 2 " State Championship.
- 1 " Open.
- 1 " Consolation.

Over \$1,000 in prizes will be offered. State championships open to Ohio L. A. W. men only, the rest to all amateurs. Entrance fee, 50 cents for each event. Entries close 10 August, to the undersigned, to whom all general inquiries should be sent.

ALFRED ELY, Cor. Sec.

CLEVELAND BICYCLE CLUB,

873 Prospect Street.

### SECOND-HAND BICYCLES.

53½ inch, full nickelled Light Expert, weight 42 pounds, racing saddle, has been ridden by John S. I rince and only on the track, nearly new, perfect condition.....	\$85 00
42 inch, Acme .....	16 00
42 inch, Acme (Iron Tire) .....	13 00
45 inch, Pony Star, '84 pattern.....	65 00
46 inch, Youth's Ideal, nearly new, dropped rubber handles .....	37 50
56 inch, Expert, dropped handles, nickelled.....	110 00
42 inch, Youth's Ideal, gun metal hubs, nearly new, dropped rubber handles.....	22 50
60 inch, Special Columbia, ball bearings.....	80 00
50 inch, Ideal, full nickelled, only used once....	60 00
38 inch, Youth's Ideal, A r order, nearly new....	21 00
36 inch, Acme.....	12 50
57 inch, American Star, first-class order .....	55 00
44 inch, Acme, only shop-worn .....	33 00
48 inch, Acme, No. r order, lamp, bell, Duryea saddle.....	35 00
51 inch, full nickelled American Star, '84 pattern, power trap, rocking pedals, Duryea Star Saddle, nearly new .....	90 00

### TRICYCLES.

50 inch, Victor, '83 pattern, new, with two lamps, used only once.....	125 00
48 inch, Victor, '84 pattern, good as new. ....	145 00

MO. WHEEL CO.,

210 and 212 N. 12th Street - - ST. LOUIS, MO.

## TRICYCLE ROAD RACE

Under the Auspices of the

Boston Bicycle Club,

From

SO. NATICK

To

BOSTON.

Monday, Aug. 11, 1884.

Entries close with L. R. Harrison, 87 Boylston Street, Boston, Aug. 9, at 12 M.

FEE, \$1.00.

Gold Medal to winner, and four Silver Time Medals.

Circular Sent on Application.

*The Mo. Wheel Co. of St. Louis are now delivering the Duryea Star Saddles, having at last caught up with their orders.*



WHITE, STOKES & ALLEN,

Sentimental and Humorous Poems of Bicycling by

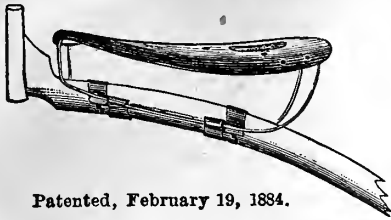
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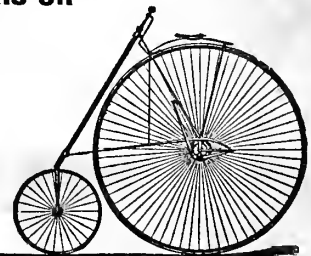
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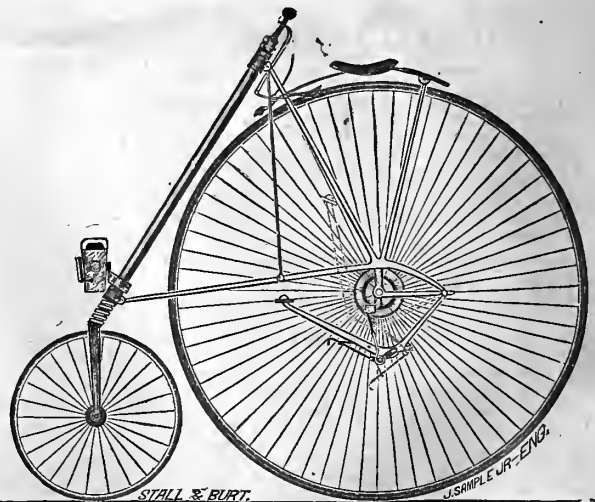
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Devoted to the Interests of Bicycling and Tricycling.

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BOSTON, 8 AUGUST, 1884.

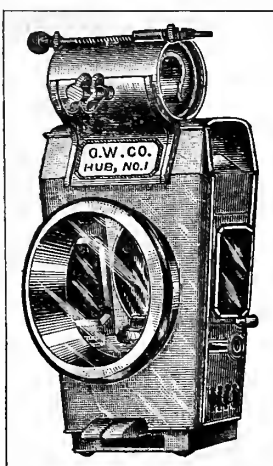
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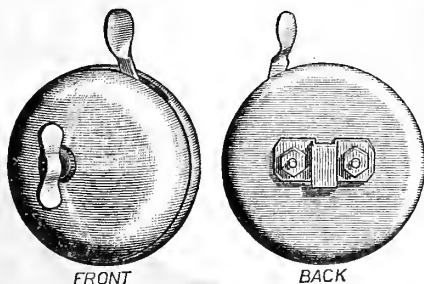
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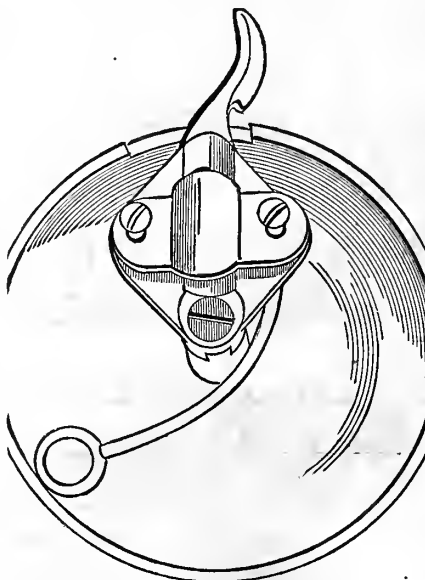


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# THE Bicycling World

[ESTABLISHED 1879.]

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Who desire to see their favorite sport encouraged, increased, defended, and popularized; who wish to see their moral and legal rights recognized everywhere; who are interested in knowing how the institution progresses at home and abroad; who expect to keep informed of racing events, meets, tours, runs; who would become posted as to the best routes, roads, hotels, and localities for bicycling; who care to learn from others' experiences the best methods of riding, travelling, dressing, overcoming incidental embarrassments; who want to know of and have explained the latest improvements in machines and parts of machines, — in short, to all bicyclers who want to know anything and everything relating to bicycling, we need not urge the importance of a good journal devoted exclusively to their interests.

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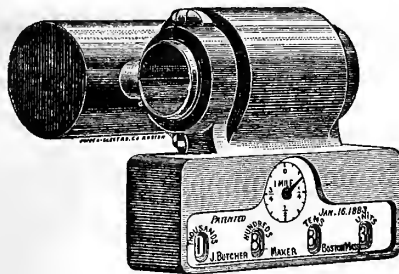
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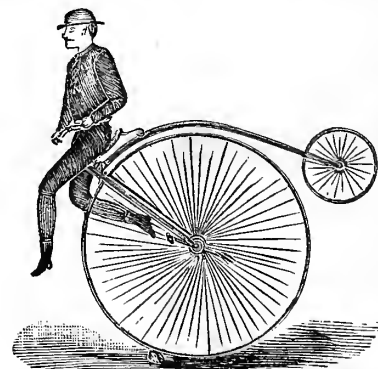
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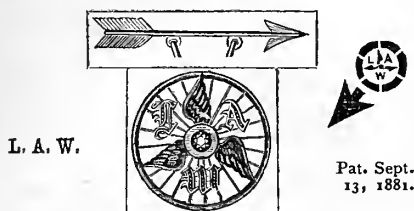
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Published every Friday

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All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 8 AUGUST, 1884.

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### SIMPLICITY.

ONE of the cardinal virtues of the modern 'cycle is its simplicity. The less complicated its construction the better. We have in the course of our 'cycling experience many occasions to inspect machines intended to revolutionize the trade. Some of them are so absurdly impractical that there is no danger of their success. Others have a plausibility about them that entitles them to some respect. We

find, however, that though years elapse, the simplest forms meet with the greatest success, both as an article of commerce and in actual utility. The more parts, joints, gears and connections, the more rattle, wear and liability to breakages. The requirements of lightness, combined with strength, precludes to a very great extent the success of complicated machines. Every additional contrivance increases the troubles and annoyance of rattle and breakage. It is for these reasons, among others, that the ordinary retains such a hold on the public, and continues such a favorite in spite of all the attempts to supplant it by other forms of 'cycles. We do not wish to detract in the slightest degree from the merits of any peculiar bicycle or tricycle, but the simple construction of the ordinary bicycle is a great card in its favor. There are machines advertised to possess as many advantages and merits as the most lauded cure-all known to our patent medicine venders. We have no faith in anything that is radically different from any of the accepted forms, unless it be a combination of the simplest. We fight shy of machines that are "too good" and will do too much. "Ixion" sensibly likened some of them, we believe he referred to convertibles, to the combination tools hawked about by the enterprising Yankee. The aim of our makers should be towards simplicity. The sooner they discover that excellence of material, soundness of construction, carefulness of fitting, and thoroughness of workmanship is to be aimed at, rather than the loading of so-called improvements, the better it will be for them and their customers. All superfluities should be discarded. This is especially true in tricycles, where there is a great temptation to load them with unnecessary contrivances. The three-wheeler is still to a very large extent in an experimental state, and all additions and changes are not necessarily improvements. Improvements are always in order, but they should be real improvements, and not catch-penny affairs of doubtful utility.

We can congratulate the dealers of this country on the wisdom they have generally shown in protecting American wheelmen, and placing on the market machines to which no serious objections could be made. It is a matter in which too great care cannot be exercised by dealers and customers alike.

THE feat of Mr. Thomas Stevens is a most remarkable one, and we doubt if it will soon be repeated, and yet, where we find one man who will go through such an undertaking, we are sure to see a host of imitators. It would not surprise us to see other attempts to cross the country on the wheel, and it may be that some enthusiastic tricyclist may attempt it; but in the end nothing will be accomplished, and the adventurers will have only the barren reputation which goes with their performance for their pains. The bicycle has proved itself a practical road vehicle, and there is nothing in the trip to San Francisco that takes from or adds to its value. Where good roads were found, Mr. Stevens rode his wheel, and where the roads were rocky, sandy, or boggy, he was obliged to walk with or carry it. If the end of all this is to prove that the thing can be done, let it stop here, for the work has been accomplished; but if our athletic young men wish to test their powers of endurance, we submit that there are more attractive fields, and that it will be a more difficult feat to leave the wheel at home, and go the whole distance on foot.

THE Cunningham Company will have to go to the wall. Much as we regret to make this announcement we are compelled to, for it is an undoubted fact. The strong hand of the government is upon them with a grip that means death, and the only question at issue is the plan under which business will be resumed. We hope to announce in a short time the style of the new concern, and whether it shall be F. W. Weston & Co., or any other firm name, we shall be sure to find our old friend the chief consul in active charge of affairs.

It affords us no little amusement to read in the columns of our contemporaries, liftings from our paper which are set down as the utterances of "Mr. Dean," or "Mr. Bassett," of the WORLD, for it is seldom that the nail is hit squarely on the head. Whatever may be said in these columns is the opinion of the WORLD, and of no individual. Our staff is not large, but sufficiently so to make it strong; each contributes his share, and it is impossible for an outsider to say what person is responsible for this or that thought. We prefer to sink our individuality in that of the journal we put forth.



NOR are we pleased to have put upon the shoulders of the WORLD the responsibility for the actions or utterances of members of the staff in their private capacity outside the office. We desire the WORLD to be judged by what it says, and we resent the intrusion of unauthorized persons behind the curtain.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### The Hotel Question.

*Editor Bicycling World:*—You will remember that when I read in this paper of 4 November, 1880 (in advance of your assumption of its editorship), the advice which you promulgated concerning hotels,—speaking in your capacity as league consul for Boston,—I hastened to proclaim my opinion that it was thoroughly sound advice. You said that as a result of a personal examination of the C. T. C. system in England, you were convinced that its adoption in this country, where the conditions of social life are so different, was entirely undesirable; that the thing which the League ought to aim at, in concentrating the patronage of wheelmen upon certain hotels, was not “reduction of rates,” but “an increase in comforts.” This seemed so sensible that I supported it at once by a letter, testifying that my own experience had convinced me that the great desideratum for American tourists was better hotels rather than cheaper ones. Four years more of experience (including some very sad experience) “in twenty-four States and Provinces,” has only served to intensify this original conviction.

I have noticed with pleasure that you have more than once hammered away at this text, editorially; and I assume your entire agreement with me in the belief that the changes cannot be rung upon it too often. So I confidently ask your help in drawing attention to the fact that the August issue of the *Springfield Wheelmen's Gazette* has allowed me two full pages in which to address a “Circular to Hotel Keepers,” besides allowing me two other pages in which to describe “The Costs of Book-making,” and to show why no one in advance of myself ever had the audacity to undertake the publication of a general guide to American roads, such as the *BICYCLING WORLD* used often to insist there was a definite public demand for.

My *Gazette* article reproduces and reiterates your original argument of 1880, as a preliminary to showing that the placing of my “road book, club list and hotel directory” in the office of “the best hotel” of as many towns and villages as possible, will be an act of more practical value to tourists than anything which

the machinery of the L. A. W. and C. T. C. can accomplish for them. No one yet, so far as I am aware, ventured publicly to controvert what you and I have both more than once asserted against the foolishness of a policy which tends to put ‘cyclers in the way of getting the meanest accommodation which landlords can palm off upon them. But lest any reader of this letter, who fails to read my *Gazette* article, may be moved to say something in defence of that “penny wise, pound foolish” plan, I will say to him in advance, that it is entirely a fallacy to assume that the pretended “reduction of rates” brings any real economic advantage. It inevitably results in a “decrease of comforts” far out of proportion to the apparent reduction. I am not a man of wealth or of heedless habits, as to the expenditure of money. I count my cash as carefully as anyone when I travel. But I invariably go to “the highest priced hotel” for my dinner, or for my lodging, simply because experience has shown me that such action is really the cheapest. This suggests an allusion to the real significance of such statements as those which appear in the generally admirable “Handbook of the Massachusetts Division,” lately issued. “Amesbury Hotel, \$2.00 per day, ten per cent discount,” conveys the idea of a saving of twenty cents. But as a tourist is likely to want only one of the four half-dollar items comprised in “a day,” the phrase practically means a saving of only five cents. Is it worth while, brethren, for such petty results as these, to teach the hotel men to look upon bicyclers as a set of patrons upon whom they can palm off their stalest viands and their stuffiest “inside rooms” in the peak of the roof?

KARL KRON.

WASHINGTON SQUARE, N. Y., 2 August.

#### A Bicycle Jump.

*Editor Bicycling World:*—A week or two ago I saw in your paper an account of a bicycle jump made by one of your riders, and thinking perhaps one made by one of ours might be of interest I give it. It was made by a rider weighing one hundred and eighty pounds, and on a 58-in. machine, after coasting over a water bar in a steep hill. From where the wheel left the ground to where it struck was a trifle over fifteen feet by actual measurement. The 58-inch was followed by a 50-in, but when this struck the bar it threw the rider over, and he went nearly fifteen feet before he struck. The machine went nearly down the hill before it stopped, and then it struck a stone wall which snapped off one of the handles. Wheeling interests are starting up generally in the State. Several new clubs have been formed. Among them are the Brattleboro Cycle Club, twelve members, Burlington Bicycle Club, Middlebury Bicycle Club, and others.

I don't believe many will go from this section to Springfield this year; at any

rate not as many as went last year. There are fewer club runs from here this season than ever before, owing, no doubt, to the poor weather, roads, etc. Our roads are generally at their best in June and October.

The Rutland Club expect to hold their races in connection with the county fair again this year. There is no incentive to get up any very extensive race meetings here, the track is so poor, but we hope to have a better one some time.

C. O. T. T.

RUTLAND, VT.

### MANUFACTURE



The Columbia Swing Spring.

MANUFACTURED BY THE POPE MANUFACTURING COMPANY, BOSTON.

SOME few weeks ago we stated that the Pope Manufacturing Company had put upon the market an improved form of the Wilson spring, and this week we are able to show a cut of it. The makers say:—

“It combines the best combinations of three different inventors towards the solution of the difficult problem in bicycle seat springs. The jar incident to all riding must be either vertical, lateral, or fore and aft, or a combination of two of these. The wheel itself, and its freedom of motion relieves sufficiently the lateral jar, it has been found; and lateral yield in the spring, to any considerable extent, gives an unsteadiness of the seat which had condemned for most riders several otherwise good springs. The ordinary bolted clip spring is, where well made, sufficient relief from the vertical jar. But the fore-and-aft jarring caused by meeting obstructions to the large wheel, and the constant vibration of the small wheel, has hitherto found no efficient relief except with springs otherwise very objectionable. This last difficulty the Columbia Swing Spring overcomes by means of two pendant links combined with other parts in a peculiar way, as shown in the cut, so as to allow a fore-and-aft motion of the seat to a limited extent to stop vibration, and to ease the rider over considerable obstructions. In averting headers it is a safety device beyond any other in the market.”

We rode last year, to a considerable extent, one of the Wilson springs, of a somewhat different pattern from the one depicted above, but combining the same principles. We found the spring a very easy one, the fore-and-aft motion obtained by the swing links being relief

against the excessive jar incident to very small tires on our bicycle. The swing is not sufficient to throw the rider too far forward or give an unsteady seat. It simply allows the backward and forward vibration to exist, without being communicated to the rider to any great extent. The backbone and machine seem to vibrate backwards and forwards under you. The spring combines some good features, and is not at all unsteady, a fault apt to be found with many easy springs.

THE light machines on the Chicago tour stood the test that was put upon them well. It simply endorses the opinions we have for many years expressed. Among the machines ridden were a number of Royal Mail Light Roadsters, which, though a new one in our market, is a well-known mount across the water, and considerable interest has been felt in the various undertakings it has gone into. The tourists were well pleased with its lightness, strength, and durability.

NEXT to the Expert, the Rudge was the best represented machine on the Chicago tour.

## NOVICES' COLUMN

### 'Cycling Comforts.

JUST one more pull from the 'Cyclist correspondence on 'Cycling Comforts.

638. 1. At the beginning of last summer I bought a "Coventry Convertible," and a pair of shoes, the uppers of which are of kid. I think that if Dr. Stables were to try a pair like them, he would find them the most comfortable foot-covers for triking that can be obtained. I find them much better than canvas shoes, or boots of any kind; and after having done several hundred miles on my "Convertible," in company with friends who for various reasons allowed me to do a pretty fair share of the work, they are still in good condition, and show very little sign of wear.

639. 1. *Shoes v. Boots.*—Boots do prevent good ankle play. Low cut Oxford shoes, "a size too big" according to ordinary notions, but in reality exactly the right size to fit, *when new, without pinching.* When they become worn a bit loose, a pair of wool-lined cork soles makes a comfortable tread.

2. *Stockings.*—In London, about three hundred per cent profit on cost price is charged by the hosiers for miserable stockings. Where can those described be obtained? That is to say, where can we send for them, with the certainty that inferior stuff will not be sent instead of the genuine? Silk hose looks too dandified, and feels too thin, for anything but butterfly-riding in hot weather.

3. *Tender Feet.*—Usually caused by ill-fitting shoes; tight places pinch, and loose places rub the feet. See 1.

4. *Underclothing.*—Hear! Some

riders fall into the error of wearing a merino or cotton undershirt, and flannel or wool overshirt. The flannel or wool should be *next the skin*, to absorb moisture. When riding against the wind, a close fitting elastic "Jersey," or "sweater," keeps the shirt always in contact with the skin, and thus prevents the moisture being cooled by the wind blowing in between the coat buttons.

5. *Headgear.* To paraphrase the Dr. "if you haven't tried a silk cap, hold your tongue!" A black silk cricket cap is the lightest of all head gear, and the most convenient for general use. In hot weather, a "straw yarn" is the only thing to effectively shade the head.

6. *Drinks.*—I never drink by the way unless awfully thirsty, and not then if I can keep my pluck up. A mouthful of water is all that is needed, but when a fellow's companions insist upon a stoppage at a "pub," the fellow can scarcely refuse to join them. In winter, "claret hot" is about as innocuous as anything that can be got at an inn or public house; and in summer, a "small soda and lime juice" suits me. How can we "make our own tea by the wayside in five minutes," Dr. G. S.?

641. 1. *Shoes v. Boots.*—I always ride now in shoes, and prefer them much to boots, as they allow the foot freer action and are much cooler; though for persons with weak ankles, I should say boots would be preferable. The shoes should have stout soles, and be fastened with laces.

2. *Stockings.*—"Faed's" experience is very different to my own. With the exception of two pairs which I have bought, I always use stockings knitted at home, and these are most satisfactory in every way. Of the two exceptions, one pair was bought at a local outfitter's and after being used a few times were almost worn out; the other was a pair of Niantic, with patent knee caps to hold the stockings up without other aid, and were procured from a well known metropolitan firm; the knee caps were a delusion and a snare, so I had them cut off and new tops knitted in; this left nothing to be desired, and the wear was extremely good. They cost 4s. 6d., and were well worth the money.

3. *Underclothing.*—Wear nothing but flannel next the skin, and have all the linings of suit made of flannel, especially taking care that the waistbands of drawers and breeches are of this material.

4. *Headgear.*—Some recommend one thing and some another. Jockey caps look altogether too *outré* to be considered at all; polo caps look well, but are almost useless as a *protection* to the head, and I think cricket caps are very little better; true they have peaks in front, but I don't think I have yet seen a cricket cap that really afforded any protection to the forehead and eyes, and certainly the back of the head, which is the part most affected by the sun, is quite unprovided for; neither should I fancy a cricket cap very waterproof. I have used a very light

cork helmet for a long time, and like it very much, and as I am easily affected by great heat, something that is a real protection, as well as being comfortable and looking well, is a *sine qua non*. A straw hat, with a broad brim, for summer use is very good.

### Stevens in Boston.

THOMAS STEVENS, the English bicycle tourist, who is the first wheelman to make a continuous and successful trip across the American continent, reached Boston at 2 P. M. Monday, thus covering the distance between San Francisco and Boston, some 3,500 miles, in three months and twelve days, not reckoning the necessary delay on account of bad weather and a stay of eight days in Chicago, where he stopped to witness the session of the Democratic national convention. Mr. Stevens is a gentleman of about thirty years of age, of medium size and of a pleasant, genial nature. He started from San Francisco, 22 April, on a 50-inch Columbia bicycle, which, without repair, with the exception of a new saddle, has brought him safely across North America. He will stop a few weeks in Boston, and then sail for England, when he will again take up his journey, wheeling across Europe. He says: "If practicable, I shall attempt to continue on to the Pacific, though the stretch of deserts and uninhabitable plains look gloomy. I can tell better when I get across Europe." He lost twenty-five pounds of flesh in crossing the Rockies, but since working East he has regained some of it. He looks and acts somewhat worn, but appears to be in a cheerful frame of mind, and quite elated over the success of his remarkable feat. He met with many adventures in crossing the mountains and plains, though none of them were of a serious nature. The highways were his best roads in the West, but since reaching New York through to Boston he has taken the path between railroad tracks. He is met everywhere with hundreds of inquiries as to the objects of his journey. He is visiting America as a tourist, and attempted the trip on his own responsibility. He has certainly shown great power of endurance.

### One Wheel Riding in Washington.

ABOUT a month ago, two boys of sixteen, William Dinwiddie and Howard Seely, had the misfortune to break the backbone of their machines. Being enthusiastic riders, who spent all their spare time on the wheel, they were at a loss for occupation; and it was rather to pass the time than with any view to actual results, that they began to practice on the "big wheel" in the loft of the Seely stable, where they had perhaps thirty feet of clear space. Aiding each other, they soon became able to ride across the room and into the wall successfully, and then essayed to show their accomplishment on the street. After three weeks of practice,

the result is as follows: These two boys, although they have the use of other machines, prefer the monocyde, and may be seen any day traversing the streets, and perfectly at home upon their wheels. Master Dinwiddie, who lives some three miles from the National Museum, where he is an assistant in the Electrical department, rides back and forth daily, crossing numerous car tracks and rough block pavement with perfect safety. Being personally interested in one of the boys, I have watched his efforts with great interest and some apprehension. He mounts unassisted, and rides successfully up and down a curb measuring between five and six inches. His longest ride without a dismount is three and a half miles, over all kinds of pavement, and he can hold a pace of eight miles an hour without apparent difficulty. Both boys have tried saddles, and have discarded them, preferring to stand on the pedals. Both have ridden up and down Capitol Hill a grade of one foot in fourteen, with less trouble, they declare, than upon their complete machines. Master Dinwiddie rides a 48-inch and Master Seely a 50-inch wheel.

Their performances are considered remarkable here, and, in the present state of one-wheel riding, should, I think, be placed on record.

L. W. SEELY.

WASHINGTON, 2 August, 1884.

### One, Two, Three!

No. 1 was James Cochburn, of Mansfield, Pa., who left Elmira, N. Y., at 4 A. M., 14 July, after taking a terrible oath that he would make Williamsport, Pa., *via* Canton (an eighty-mile trip) by

eight the same evening. The Elmira boys scoffed and laughed at the idea, but James and pluck are chums, and his oath was to the effect that he *would* accomplish it, or — in the language of Pike's Peak — *bust!*

No. 2 was Ed. Davenport, the Canton pioneer, who saw, from his position of "holding up" the town drug store, James approaching, after thirty-eight miles riding from Elmira. The aforesaid No. 2 gladly welcomed No. 1, and after coming to the conclusion that James the first looked rather lonely, and could suffer more with a fifty-two beside him, settled to accompany him on the rest of his trip, which was forty-five miles from Canton to Williamsport. As No. 1 had been in the saddle since 4 A. M., and it was then eleven; he was a little tired, while No. 2 was fresh (not *too*) as a daisy. At 12.35, after dinner, No. 1 and No. 2 started out of Canton at a rattling pace, and settled down to an unknown task, though No. 2 had been as far as Ralston, Pa., thirteen miles, but knew nothing beyond.

No. 3 was that 'cycling dude, Grant Sweet, of Carpenters, Pa., five miles from Canton on the road to Williamsport. He saw No. 1 and 2 approaching his quiet domicile, with anything but pleasure depicted on their mugs, as they had just passed over a piece of road which bore more resemblance to a ploughed field in December than anything else. But they were glad to see the smiling dude, and Nos. 1, 2, and 3 had a ten minutes' confab, in which the two former tried to induce the latter to join them, but luckily for him business prevented, and after promising to come down to Williamsport

on the afternoon train and join them, Nos. 1 and 2 rode off, leaving No. 3 standing like the Colossus of Rhodes, blowing his calliope loudly, and explaining it was a parting serenade. Just then the dude's mare — a beautiful animal named Sarah — looked out of the barn window and gave us another. Another what? Why another "*Sarah neighed.*" Spare me, boys, I could n't resist it.

After leaving Carpenters, Pa., Nos. 1 and 2 had thirty miles of the most dastardly road ever ridden over. That's our new word for a bad road now, and means don't ride over it — *dastardly*. At one place, about fifteen miles from Williamsport, the two 'cyclers found the road sand from two to four inches deep, and were forced to push their machine fully three miles without a mount.

Drs. Hibberd and Mundy, of the Winsport Bicycle Club, have ridden over this and know what it is. About a mile out of Crescent, Pa., which is twelve miles from Williamsport, Nos. 1 and 2, trudging through the sand, heard the roar of an approaching train, and knowing it to be the one which would carry the "dude" past them, jumped on a fence which skirted near the railroad, and as the train passed blew their calliopes and waved handkerchiefs in hopes his eagle eye might see them, which he did and nearly fell out of the window making some unintelligible pantomime. Nos. 1 and 2 heaved a long-drawn sigh, with the thought of how much better No. 3 was off than they, and hoping he would get off at Crescent and ride back, they continued their sandy travelling.

Just as they struck a good road No. 3 came swinging around a corner with a yell, and when he came up they all dismounted, and after oiling up man and steed, started on the last twelve miles of Nos. 1 and 2's trip. Of course No. 3, who was just off the train, wanted to run at a rapid gait, but they held him back, and after a weary pull of a dozen more miles reached Williamsport at 7.30 P. M., very tired, hungry, and thirsty.

No. 1 had been fourteen and a half hours on the road and had ridden eighty miles over very bad mountainous roads, he put the machine where he could n't see or think of it until next morning. No. 2 had been seven and a half hours on the road, and ridden forty-five miles; he went and tackled a beer keg.

No. 3, the luckiest of all, had ridden twelve miles, and been on the road about an hour and a half; he wanted to take a spin around the city, but was quieted down to Nos. 1 and 2's level by their putting his head outside two schooners of lemonade.

Nos. 1, 2 and 3 took supper at the Park Hotel restaurant, and before they finished, the hotel kitchen had to be ransacked, and the guests hearing of it "struck" for fear of not getting any breakfast next day.

After supper the three tramps strolled down town, and at 10.30 saw No. 1

## ROUTE FROM PHILADELPHIA TO NEW YORK.

Compiled by H. S. Wood, L. A. W. Consul for Philadelphia.

Points on Route.	Total Dis. from Starting Pt.	Distance between.	Material of Road.	Level or Hilly.	Condition of Road.	Turns, side paths, effect of rain, points of interest, etc.	Best Hotel or Restaurant.
Frankford.	15.00		Side path.	Somewhat hilly.	Fair.	Straight. River road, E. side-walk, through B. to Tullytown, then W. side path to Morrisville. T. L. on Warren st., L. fork and bear to right to Pennington. T. R. at Marsh's corners to Hopewell, and straight through to Blawenburg. T. L. in front of store, past Cemetery to Plainville. T. R. to Vanaken. T. L. just before entering V. Follow telegraph poles to Somerville. T. R. to B. B., and in front of R. R. depot T. L. across town and T. R. to fork of road where telegraph poles separate and take right fork to New Market. T. L. across R. R. and take side-walk past Dunellen depot, then T. R. to Plainfield, straight on by sidewalk; T. L. one or two squares, then T. R. to Springfield; T. R. one square, then T. L. on sidewalk to Milburn; T. R. on macadam and keep on to Broad st., T. L. to Bridge st., T. R. all the way to Mar on; T. R. across bridge at R. R. depot to Montgomery ave., and T. L. on that to Ferry.	Trenton House. Mathews Hotel.
Bristol.	24.15	9.15	Sandy or clay.	Hilly.	Fair.		
Trenton.	31.80	7.65	"	"	Poor to fair.		
Pennington.	38.00	7.20	Clay.	Level.	Good.		
Hopewell.	40.85	2.85	"	"	"		
Blawenburg.	46.25	5.40	"	"	"		
Plainville.	48.10	1.85	"	"	"		
Vanaken.	49.10	1.00	"	"	"		
Brick House.	50.25	1.15	"	"	"		
Woods Tavern.	56.00	5.75	"	"	"		
Somerville.	60.00	4.00	"	"	Very fine.		Good hotel at Somerville
Round Brook.	65.12	5.12	Sand or clay; side path, if possible.	"	"		
New Market.	69.00	3.88	Sidewalk.	Level.	Good.		
Plainfield.	71.60	2.60	"	"	Fair.		
Scotch Plains.	78.20	6.60	Sandy.	"	Poor.		
Springfield.	79.10	.90	Sidewalk.	"	Good.		
Milburn.	85.70	6.60	Macadam.	Rolling.	Good to poor		
Newark, Broad st.	92.90	7.30	Sidewalk and macadam.	Level.	Poor to good		
Marion.	96.00	3.10	Sidewalk and pavement.	"	Fair to poor.		
Jersey City Ferry,							

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Another Marvelous Performance on a

## RUDGE LIGHT ROADSTER.

LANDS END to JOHN-O'-GROATS, a distance of *1,000 Miles*, has been ridden by Mr. JAMES LENNOX in *Six Days Nineteen Hours*, beating all previous records by some hours.

The wonderful success achieved on RUDGE bicycles, on the road and path all over the world, has never been approached by machines of any other make.



### AMERICAN RUDGE,

THE ONLY  
FIRST-CLASS ROADSTER  
at a Reasonable Price.

Rudge's Unequalled Ball Bearings to both wheels.

Hollow Forks and Backbone.

Direct Spokes (eighty to front wheel).

Curved Handle-Bars.

Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



### RUDGE RACER.

One Mile Record of the World,

**2 Min., 40½ Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

Price, 50-in., Enamelled and Nickelled, \$140.



### RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.  
The first Bicycle ever ridden  
up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

Weight, 36 pounds.

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## THE COLUMBIA POWER-GEAR

*Is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material, and with the finest workmanship, and so as to avoid all unnecessary added friction by its use.*

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The best medium-priced Bicycle in the market. Has patented meritorious features to be found in no other Bicycle. Our patented specialties include:—

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Every IDEAL BICYCLE has the Head, Handle Bars, Brake, Spring, Cranks, and Pedals Nickel Plated. They are also furnished Half and Full Nickelled. We manufacture a larger line and greater number of Bells than any other firm in the United States. Supply the celebrated Loudon's Tire Cement to large consumers at close quotations. Manufacture Flags, Flag Staffs, Saddles, Tool Bags, and other Sundries. Have a department for Repairs and Nickel Plating, for which we are unexcelled. Notice the New Address:

*222 and 224 North Franklin Street, Chicago, Ill.*

safely landed, with a bell boy, on the way to his room at the City Hotel.

Nos. 2 and 3 went out and paid visits to numerous jolly 'cyclers of the place, amongst whom were Runke, Meyer, and last, but far from least, that lightning rod-insurance, fire-escape, gold-plated consul, Joe Schneider. He was telling us about how the hubs of his new wheel were to be studded with diamonds, and how much old gold plush was to be on the saddle, when the fire bells rang and we jumped in a hack and were whirled off by Joe's orders to the scene of the conflagration. It was a slight blaze, and returning to Joe's headquarters we proceeded to paint the town the hue of a boiled lobster, which was accomplished by 2 A. M., when we broke asunder, and Nos. 2 and 3 tried to get in the City Hotel, but without success, so after finding the key to the bicycle club rooms in the "dude's" pocket, they went thither, and passed the night on a soft rug formerly used for putting the secretary's table on at meetings.

We spent a pleasant morning next day with some of the boys, though *some one* said *something* about a headache, and at 3 P. M. the dude and No. 2 took the fast line for their mountain homes, where since arriving they have recovered from their rough ride and Joe's hospitality at Williamsport.

#### CONVALESCENT NO. 2.

##### St. Louis.

WE'RE not all dead here in St. Louis, but if you should suddenly cease to hear from us, you may know it's a clear case of — scalded to death by red hot perspiration.

To put it in honied words, and mildly, the weather is blank hot, and we would fain ride in a "smile and a pair of shoes," but the majority of club members think such a uniform would show dirt too plainly. We distinguished ourselves last Sunday by discovering an unknown country, and unveiling the mystery surrounding the hitherto unexplored Gravois Road. The Gravois is a good road, — when you ride a mule, — and we found the end of it. It runs into a rail fence just back of a barn, about forty feet north of a haystack, and stops. The only trouble is, that it's forty miles long before you get there, and forty miles is too far to go to see a rail fence, even if it is a ten-rail stake and ridered one and worth ten cents a foot. If the road was only good, it wouldn't make so much difference, but it is built of sandstone blocks and corduroy and furnace slag all piled in together without any top dressing.

We were to start at 6 A. M., but "Will" did n't turn up till 6.30. He said he was delayed by taking a header on account of running over a cow. Said it didn't hurt him any, but he thought best to stay and offer some sympathy to the owner of the cow, especially as the owner was a Dutchman, and could n't talk Eng-

lish and carried a club. (Will always was kind hearted.)

The road is pretty good for sixteen miles, delusive snare, and then — words failed us, — that is they failed all of us except the "kid." We all thought he was a quiet, inoffensive little fellow before, who never said anything bad, but after he took a header and gouged up twenty feet (more or less) of new macadam with his hands and elbows, we changed our minds, and concluded that such a deep, dark, navy blue streak of red hot, green and yellow profanity we never heard before.

The sixty-inch distinguished himself by taking two headers on a new and improved plan. The first was in sliding a very steep and rocky hill with ledges of rock two and three inches high cropping out every five or six feet. He struck a boulder as big as a good-sized anvil, and was *lifted*. In the meantime, the sixty struck a new idea, so to speak, and went off on a new departure on its own hook. At any rate it was n't there when he came down, so instead of sitting on a Duryea saddle, he sat on a *very* hard rock, while the wheel stood on its head at the foot of the hill and contemplated the result of its actions.

The next one was on a hill a mile long, and for a wonder pretty smooth, so we all let loose the brakes. Unfortunately there was a long deep rut at the bottom, and the sixty got into it, and was n't steady enough to shoot it, so after running half way through, the wheel turned a back somersault sideways, and threw him clear across the road and over a small sapling into the woods.

#### Fact

When we got to Houser's Springs, thirty miles out, the crowd all got disgusted except the M. D. (Macadam Demon) and the sixty. They went to the bitter end, and came back covered with dust and glory and wisdom, so thick you could hardly see through it. No questioning can draw from them the tale of what they found in those last twelve miles, but we infer from their actions that they performed wonders in the way of climbing and coasting.

Three of our reckless spirits have gone on East with the intention of sliding down Mount Washington and climbing Corey Hill on Expert Columbias. Probably by this time, at least one of them will have climbed Corey, and the balance will be hung up on a snag somewhere in Tuckerman's Ravine, with no chance for a funeral. As one of our irrepressibles says, the only way you can put an epitaph on them will be to tie a string to three boards, and label them —

This is Fred Beckers;

This is Arthur Young;

This is Jack Rogers;

and shoot an arrow with the string attached down into them.

Well, they may not slide the mountain, but if they don't climb Corey they'd better not come back. Yours,

EPH.

THE BOSTON SHOE. — Anything in the 'cycling line which emanates from Boston is always received with some degree of confidence. The Boston shoe is entitled to its meed of praise, and we have no hesitation in recommending it to our 'cyclists, be they racing men or road riders. It is designed specially for 'cycling, and some of our best riders have had a hand in perfecting it. Made to fit the feet, lacing to the toe, high at the instep, and, with a flexible shank, it is the acme of comfort. It is the form of shoe we have many times recommended to wheelmen, and we have no hesitation in advising all 'cyclists who wish a shoe particularly adapted to their needs to purchase a pair of the Boston shoes. Corey, Woodside, and Frazier are using the shoes, and like them, while Mr. Strickland, the inventor, is a practical 'cyclist, and knows what his customers need. The address of the makers will be found in our advertising columns.

#### CURRENTS CALAMO

BE sure and send your entry in to the Boston Club tricycle race on Monday. At any rate, see it if you can. A struggle is looked for between Johnson and Burnham, while a dark horse from the North Shore is expected to stir things up.

THE disadvantage of oil on the chains of tricycles, in addition to its nastiness, is that it gathers the dust and dirt, causing the wear to be tremendous.

IT is almost time to get up a race for Facilists. There are getting to be quite a number of the little fellows about. Boston Club has two.

WE publish this week, in another column, the route from Philadelphia to New York city, and will be pleased to receive similar routes from wheelmen competent to give them.

THE current number of the *Northern Athlete* has a picture of Mr. G. H. Illston, who will come over to try a bout with our flyers at Springfield.

CAN it be that the coming machine is to be a unicycle? The Washington boys say they prefer it to the two-wheeler.

OUR prize offer will be interesting to those who have ideas to give forth for the benefit of novices.

AN anecdotal tricycling article, profusely illustrated by Joseph Pennell, will appear in the *September Century*. It records the incidents of a journey from Coventry to Chester, treating of Izaak Walton's country, with its quaint, old-fashioned inns, sequestered villages, where the curfew still rings at sunset, the bicycle races at Derby, etc., etc. As Mr. Pennell is an expert and enthusiastic wheelman, his dozen or more pictures will have a special interest in the line of character sketches.

THE Down-east tourists had a great deal of wet weather, but carried out their programme.

MR. L. H. JOHNSON offers some attractive steeds from his private stable, in our advertising columns this week.

A PATENT for the Duryea saddle has been taken out in Great Britain. Mr. Garvey goes to England soon to establish a plant and manufacture the saddle.

DANIEL CANARY, the champion fancy bicycle rider, was married, on Monday, to Miss Dollie Hathaway, at the residence of the bride, in Meriden, Ct.

MR. S. S. MCCLURE, formerly of the *Wheelman*, is at present engaged on editorial work for the *Century*.

AFTER nine unsuccessful attempts, Mr. Arthur Young, of St. Louis, has succeeded in mounting Corey Hill. The surface was in an exceedingly soft condition. Especially near the top of the hill was this the case, and great skill was required to keep the wheel from "skidding" around in the soft places. Mr. Young rode a 48-inch Expert Columbia bicycle, the same machine he used in his descent of Mount Washington. There were a number of persons present, including Messrs. Haines and Thayer, two well-known wheelmen, and Dr. Sabin, of Brookline, who followed the bicyclist in a buggy. Before this trial, Mr. Young had his cranks lengthened and his handle-bar dropped.

THE PENNSYLVANIA division of the L. A. W. has sent to each of its representatives a copy of the Massachusetts Division hand-book as a model in the preparation of a little book for the use of their riders.

C. E. TITCHENER and C. H. Rogers, of the Binghamton Bicycle Club, took an 80-mile run 23 July. Leaving Binghamton at five o'clock, they had breakfast in Owego and dinner in Elmira, where they arrived at 2 P. M. Starting back at 4.15 they reached Waverly in time for supper, at 6.30, and took train at 12 from there home. They were on their wheels ten hours and fifteen minutes.

LIEUT. C. L. WIGGIN, of the Maverick Wheel Club, East Boston, has joined the list of century makers, having covered 101½ miles. Total time, 15h.; actual time, 11h. 25m.; longest ride without a dismount, 17 miles; time, 1h. 55m.

Several of the English 'cycling papers are offering prizes to those of their readers who name the winners in important races. The *Northern Athlete*, in its issue of 23 July, offers a prize of £5 to those who name the first three men in the 25-mile N. C. U. championship, and £2 to those who name the first two. As no fee is charged, it looks like a one-sided bet, in which many will engage.

THE great C.T.C. meet at Harrowgate, England, opened on Saturday last. The parade was to take place on Monday, the American members taking the place of honor at the head of the line, escorted by the Bradford Club. The subsequent proceedings would occupy the remainder of the week.

It looks as though the clubs were crowding too much into September. October is not a bad month for racing, and if the clubs will only spread out a little

more, perhaps the boys will get a chance to take them all in.

THE silent steed hates a noise, and so is constantly calling on the roads to "Dry up!"

NO. 2901, Expert bicycle, has been stolen from C. M. Galway, secretary Cincinnati Club.

"ARE you hurt?" shrieked a dozen picnicing females as the young man of the Philadelphia *Call* was tossed over a neighboring fence by an angry bull and landed on his head in the middle of the road. "Hurt?" he answered. "Why, of course not; I am used to coming down that way." "Used to it?" exclaimed the fair chorus. "Why, how can that be?" "I own a bicycle," was the reassuring reply.

THE Pope Manufacturing Company, Saturday, entered a suit in the United States Court against the Overman Wheel Company, Chicopee, for the infringement of six different patents in the manufacture of their tricycles.

## RACING NEWS

### Programme of the Springfield Tournament.

#### FIRST DAY—TUESDAY, 16 SEPTEMBER.

Park open at 12.30; band concert 1.30; races at 2.30.  
 1—2.30 o'clock—One-mile professional handicap, purse of \$100.  
 2—2.45 P. M.—Ten-mile amateur, open to all, three prizes, value, \$300.  
 3—3.25 P. M.—One-mile, 3.20 class, three prizes, value, \$100.  
 4—3.40 P. M.—Two-mile tricycle, three prizes, value, \$125.  
 5—3.55 P. M.—Three-mile tandem, six prizes; two first, two second, two third, value, \$150.  
 6—4.15 P. M.—One-mile time; race time, 3.16; three prizes, value, \$100.  
 7—4.30 P. M.—Three-mile professional, purse of \$150.  
 8—4.50 P. M.—Three-mile tug of war, six prizes; three first, three second, value, \$100.  
 9—5.15 P. M.—Two-mile class, race time 6.25; three prizes, value, \$125.

#### SECOND DAY—WEDNESDAY, 17 SEPTEMBER.

Assemble on park at 9 A. M., sharp, for grand parade,

#### Afternoon.

Park open at 12.30; band concert 1.30; races 2.30.  
 1—2.30 P. M.—Ten-mile professional, purse, \$500.  
 2—3.10 P. M.—Two-mile, open, three prizes, value, \$125.  
 3—3.25 P. M.—One-mile, without hands, three prizes, value \$100.  
 4—3.40 P. M.—Three-mile class, race time 9.50; three prizes, value, \$150.  
 5—4 P. M.—Five-mile Victor tricycle, three prizes, value, \$300; first prize, Victor tricycle, presented by the Overman Wheel Company.  
 6—4.30 P. M.—Half-mile dash, three prizes, value, \$50.  
 7—4.40 P. M.—One-mile professional, purse of \$100.  
 8—4.55 P. M.—Five-mile record, three prizes, value, \$200; additional prize of a \$75 gold watch to the winner.  
 9—5.20 P. M.—Two-mile tandem, two first prizes, two second prizes, value, \$125.

#### THIRD DAY—THURSDAY, 18 SEPTEMBER.

Rendezvous on park at 9.30 A. M. for run to Holyoke,

eight miles; fine road along side of the Connecticut River.

#### Afternoon.

Park open at 12.30; band concert, 1.30; races at 2.30.  
 1—2.30 P. M.—Three-mile professional record race, value, \$150.  
 2—2.30 P. M.—Half-mile class, time 1.40, three prizes, value, \$50.  
 3—3 P. M.—One-mile ride and run, three prizes, value, \$100.  
 4—3.15 P. M.—Five-mile, class time 16.40, three prizes, value, \$200.  
 5—3.40 P. M.—Five-mile professional, purse of \$200.  
 6—4.05 P. M.—One-mile tandem, two first prizes, two second prizes, value, \$100.  
 7—4.20 P. M.—Ten-mile record, three prizes, value, \$300; additional prize of \$150 gold watch to winner.  
 8—5 P. M.—One-mile tricycle, three prizes, value, \$100.  
 9—5.15 P. M.—One-mile, open, three prizes, value, \$100.

#### Evening.

Park open at 7 P. M.; band concert, 8 P. M. Grand display of fireworks furnished by Hyde & Co., of Boston, consisting of ninety pieces, many relating to bicycling.

#### FOURTH DAY—FRIDAY, 19 SEPTEMBER.

Park open at 12.30; band concert 1.30; races at 2.30.  
 1—2.30 P. M.—Five-mile open, three prizes, value, \$200.  
 2—2.55 P. M.—Five-mile professional, purse of \$200.  
 3—3.20 P. M.—Half-mile class, time 1.32; three prizes, value, \$50.  
 4—3.30 P. M.—One-mile tug of war, three first prizes, three second prizes, value, \$100.  
 5—3.45 P. M.—Three mile record race, three prizes, value, \$150; an additional prize of a \$50 watch to the winner.  
 6—4.05 P. M.—Five-mile professional, record race, purse, \$200.  
 7—4.30 P. M.—Three-mile tricycle, three prizes, value, \$150.  
 8—4.50 P. M.—Three-mile open, three prizes, value, \$150.  
 9—5.10 P. M.—One-mile consolation, five prizes, value, \$100.  
 To clubs having the largest number of men in parade Wednesday, 17 September, three prizes, value, \$100.  
 Entries close Wednesday, 10 September, to A. L. Fennessy, chairman racing board.

All prizes and purses are divided, fifty per cent to first, thirty per cent to second, twenty per cent to third.

Time races are for the one coming nearest the time given. No coaching or carrying of a time piece allowed.

Class races are for those who have never beaten the time given.

Record races are won as follows: The man winning the largest number of intermediate half-miles wins the race, and as the running of a race of this kind means the lowering of existing records, the man winning the last mile and making a record will get in addition on a three-mile race a \$50 watch; five-mile race, \$75 gold watch; ten-mile, \$150 gold watch. These prizes do not interfere with the other prizes, but are in addition if record is broken.

The following fees will be adopted:—

#### AMATEURS.

All half and one-mile events.....\$1.00 each event.  
 " two-mile events..... 2.00 " "  
 " three and five-mile events..... 3.00 " "  
 " ten-mile events..... 5.00 " "

#### PROFESSIONALS.

One and three-mile events.....\$3.00 each event.  
 Five-mile events..... 5.00 " "  
 Ten-mile events..... 10.00 " "

All races must have at least three men to start, or the number of prizes will be reduced.

THE record races at Springfield, this year, will prove the most interesting races ever held, making a ten-mile race full of excitement, as a struggle comes every half-mile; no waiting race, but all going for what they are worth.

RACING men at Springfield will be obliged to wear full suits this year the same as last, subject to approval of the clerk of the course.

THE Quaker City Bicycle Club recently reorganized, and appointed a committee to arrange for a bicycle tournament at Atlantic City at an early day.

THE judges of the tournament of the Connecticut Bicycle Club at Hartford, 9 September, will be as follows: Dr. N. M. Beckwith, of New York, president of the League of American Wheelmen; Frank A. Egan, president of the Ixion Club of New York; F. H. Benton, captain of the New Haven Club, and Albert A. Pope, president of the Pope Manufacturing Company of Boston.

BOSTON, 1 August.—Races at the Union Athletic grounds: One-mile, hands off, A. Anderson (1), 4m. 20s.; E. Mason (2). Two-mile, starters, C. S. Whitney, W. W. Finley, A. Anderson, and S. L. Howes. After a slow start, the men settled in the following order: Finley, Howes, Anderson, and Whitney. On the second lap, Whitney took second place, and the order was continued until the eleventh lap, when the men started up a finishing pace, and Anderson and Whitney both passed Finley. On the last lap, Whitney went to the front easily and won, Anderson second, Howes third, and Finley last. Time, first mile, Finley, 3m. 51s.; two miles, Whitney, 7m. 30s.

PROVIDENCE, 2 August.—The first annual races of the Providence Bicycle Club were held at Narragansett Park, on 2 August, before five hundred spectators. The day was fine and the track superb. The officers of the races were: Judges, E. C. Danforth, Dr. J. A. Chase, A. G. Carpenter; timekeepers, David Burton and W. P. Anthony; starter, O. M. Mitchell; clerk of course, C. S. Wady, and scorer, H. L. Perkins. Half-mile, club, Geo. S. Walker (1), 1m. 33½s.; John M. Magoon (2), 1m. 33½s.; J. W. McAuslan (3). One-mile, club, V. W. Mason, Jr. (1), 3m. 21½s.; W. Watson (2), 3m. 23½s.; Geo. R. McAuslan (3). Three-mile, Fred. Burford (1), 10m. 48s.; A. B. Mann (2), 10m. 49½s.; J. M. Magoon (3), 10m. 51½s. Four-mile, club championship, W. Watson (1), 18m. 58½s.; J. M. Magoon (2), 18m. 59s.; V. W. Mason, Jr. (3). One-mile, consolation, J. W. McAuslan (1), 3m. 37½s.; C. S. Wady (2), 3m. 47½s.

BUFFALO, N. Y., 26 July.—W. J. Morgan, bicyclist v. the horse "Bob. White," horse (1); Morgan (2). Morgan gave up the race at the conclusion of the ninth mile and the horse finished alone, making the last mile in 2m. 56s.

THE Albany meet will have an added interest now that the State Division will hold a meeting in conjunction with it.

F. R. FRY won the fifty-mile N. C. U. championship, 9 July, on the Crystal Palace track in 2h. 51m. 16 3/5s.

THE record for the Chestnut Hill Reservoir course has at last been lowered by Burnham on a 52-inch Oxford bicycle, weighing forty-eight pounds. The record has been held by Corey at 3m. 29s., but Burnham made the circuit in 3m. 23s., being timed by C. F. Haven, K. Corey, P. L. Aubin and a Cambridge man. Graves, of Cambridge, made the circuit the same day in 3m. 36s., and W. C. Palmer in 3m. 40s.

THE Pope Manufacturing Company will change the conditions under which they offer their prize cup for competition, making the distance either five or ten miles, and in other ways making them more liberal.

A MEETING of those interested in bicycling in San Francisco was held Tuesday, 22 July, and the organization of the Pioneer Cinder Track Association was effected by the election of the following officers: H. C.

Finkler, president; F. R. Cook, treasurer; F. M. Day, secretary. Executive committee, H. C. Finkler, Geo. Day and Thomas Jennings. The object of the organization is to construct a six-lap track at the old recreation grounds for the amateur bicyclers and runners to practice on in preparation for races, the number being limited to thirty, and twenty-six have already subscribed, nearly all being bicyclists, and mostly prominent members of the Olympic, San Francisco Bicycle, Nemean and Marion Clubs. A contract will be entered into with Andrew Piercy, lessee of the grounds, to the effect that for and in consideration of services rendered and material furnished to construct the track, the subscribers are to have the use of the track and conveniences attendant thereto for one year with the privilege of renewal; and that in case the lease be conveyed by him to a second party, the association is to derive the same benefits from the party buying the unexpired lease. It is not expected that by any means a perfect track will be obtained, but one good enough to practice on, and it is to be hoped that it will awaken heads of clubs to the importance of obtaining grounds on this side of the bay with proper tracks for all kinds of athletic sports.

EASTERN men have generally fought shy of the racing tournaments held in the West, the tremendous bill of expense entailed by a trip standing in the way. And yet it would seem that the temptations set forth by the Cleveland Club would ensnare a few riders and send them to the land of the buckeye. We commend to our racing men a careful perusal of the advertisement in our columns.

## WHEEL CLUB DOINGS

THE Boston Ramblers drill squad will give an exhibition at Cottage City on the evening of 15 August. The squad has been reorganized and is now composed as follows: Charles S. Howard, captain; A. D. Peck, Jr., first lieutenant; W. C. Stahl, second lieutenant; H. H. Frost, bugler; W. I. Harris, color bearer; and Frank Stinson, A. D. Rice, C. S. Whitney, F. E. Bryant and George Fillebrown.

THE Holyoke Bicycle Club has leased the third floor of the Hadley Falls Bank building, and are fitting up two large rooms as headquarters for wheelmen. The club has twenty members, and is in a better condition than ever before. There are about sixty-five wheels owned in town, besides three tricycles, and the number is rapidly increasing. The largest wheel in the city is a sixty-inch, used by Capt. E. C. Clark. The club is planning for a run to Hartford and return.

THE Boston Club has set aside Wednesday evening during August for "Smokers." Musical and other entertainments will be furnished on these occasions.

## 'CYCLISTS' TOURING CLUB

### American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE first annual autumn tour of the American Division will be held in Boston on the first Monday in October, 1884, when the famous "wheel around the Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): Burley B. Ayers, 114 South Hayne avenue, Chicago, Ill.; J. F. Custare, Slatington, Pa.; E. H. Corson, Rochester, N. H.; Chrysostom Donahoe, 17 Boylston street, Boston, Mass.; J. J. Gilligan, 597 Washington street, Boston, Mass.; C. E. Gething, 10 West Eagle street, Buffalo, N. Y.; B. K. Miller, Jr., 102 Wisconsin street, Milwaukee, Wis.; A. D. Martin, 245 Whalley avenue, New Haven, Conn.; J. W. Nicholson, 410 Race street, Philadelphia, Pa.; F. W.

Parsons, 490 Delaware avenue, Buffalo, N. Y.; C. J. Schaadt, Coplay, Lehigh County, Pa.; G. S. Skinner, Princetown, Bureau County, Ill.

APPOINTMENT.—Repairer for Buffalo, N. Y., Henry Wilkie, 12 South Division street.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

CHESTNUT HILL.—The direct route to the reservoir is straight out Beacon street, but the better way is to leave Beacon street at the "forks" and take Brighton avenue, Cambridge street and Winslip street. You will find better riding.

NICKEL.—There is no way to keep nickel untarnished except by wiping.

NAME.—It is not uncommon for wheelmen to give names to their machines. We have seen some very pretty work in etching the name on the head of the machine.

W. G. KENDALL.—For route see first number of *Wheelman*. The start will be made corner Walnut avenue and Warren street. For details write to F. W. Weston, C. C. T. C., Savin Hill, Boston.

S. T. H.—We think there is no patent covering the part you refer to. The one which did so expired. The royalties were never apportioned to various patents, but \$10 was charged as a lump sum to include all held by the Pope Manufacturing Company and infringing.

F. T. H.—Under the present league rules it does not constitute a man a professional to accept the services of a professional pace-maker, nor to act as such for a professional. The new rules, which will be issued in a few days, forbid this practice, but they will not be retroactive. In the race you refer to, the amateur ran against time, and the professional was his pace-maker only.

## FIXTURES

Monday, 11 August:

Tricycle road race of Boston Club.

Thursday, 14 August:

Tournament at Pittsfield, Mass.

Thursday and Friday, 14 and 15 August:

Tournament at Louisville, Ky.

Monday and Tuesday, 18 and 19 August:

Annual meet of Ohio Division at Cleveland, and races.

Wednesday, 20 August:

Second annual encampment of Cincinnati Wanderers at East Fork, Ohio.

Wednesday, 27 August:

Race meeting at Buffalo, N. Y.

Saturday, 6 September:

Road race of Cincinnati (Ohio) Wanderers.

Tuesday, 9 September:

Races of Connecticut Bicycle Club, Hartford.

Wednesday and Thursday, 10 and 11 September:

Races of Albany (N. Y.) Club.

Meet and races of New York Division.

Saturday, 13 September:

Races of Philadelphia, Germantown, and Pennsylvania clubs at Philadelphia.

Tuesday, Wednesday, Thursday, and Friday, 16-19 September:

Tournament at Springfield.

Tuesday and Wednesday, 23 and 24 September:

Race meeting of New Haven Club on Hamilton Park.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—Victor tricycle, 1883 style, good condition; price \$100. GIBSON & HART, Rockford, Ill.



**BICYCLES FOR SALE.**—Two 32-inch English bicycles, ball bearings to both wheels, both excellent bargains; price \$60 and \$90. Address EDW. F. BURNHAM, Newton, Mass., agent for Royal Mail bicycles.

**HUMBER TRICYCLE, BUILT TO ORDER**  
last April, an elegant roadster, weighing only seventy-two pounds. For particulars, address L. H. JOHNSON, Orange, N. J.

**52 AND 56-INCH RUCKER BICYCLES,**  
with *tandem attachment* complete; machines specially built with hollow rims, *direct* spokes and balls throughout. L. H. JOHNSON, Orange, N. J.

**52-INCH EXPERT, Enamel Ball Pedals,**  
'84 pattern, run four hundred miles, \$115, or change for tricycle. REV. A. O. DOWNS, Upper Aquebogue, L. I., N. Y.

### BOUND VOLUMES.

Those who wish to secure a full set of the WORLD should make haste to do so. We have very few copies of Vol. 2, and, before many weeks, it will be impossible to secure a full set. There can be no fuller nor more faithful record of our sport than these present.

Volumes from 1 to 8, \$2.00 each; the set for \$10.  
American Bicycling Journal, \$1.50.

### THE BOSTON SHOE.

(PATENTED.)

MADE BY

**STRICKLAND & PIERCE,**

158 Summer Street - - BOSTON, MASS.

Approved by the leading riders, and worn by Hendee, Corey, Frazier, Woodside, and other well-known wheelmen. Price, \$5.00; to measure, \$6.00. Racing Shoes a specialty.



### BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to **GUMP BROS., Dayton, Ohio,** for large Illustrated Price List of New and Second-Hand Machines. Second-hand BICYCLES taken in exchange. BICYCLES Repaired and Nickel Plated.

## TRICYCLE ROAD RACE

Under the Auspices of the

**Boston Bicycle Club,**

From

**SO. NATICK**

To

**BOSTON.**

Monday, Aug. 11, 1884.

Entries close with L. R. Harrison,  
87 Boylston Street, Boston, Aug. 9,  
at 12 M.

FEE, \$1.00.

Gold Medal to winner, and four  
Silver Time Medals.

Circular Sent on Application.

## ANNUAL RACES

OF THE

Ohio Division, L. A. W.

AT THE

**ATHLETIC PARK,**

E. MADISON AVENUE,

CLEVELAND, OHIO,

UNDER THE AUSPICES OF THE

**CLEVELAND BICYCLE CLUB**

FIRST DAY, AUG. 18.

- 1 Mile Novice.
- 5 " State Championship.
- 1 " Handicap, open.
- 3 " Open.
- 1 " Tricycle, State Championship.
- 2 " Handicap, open.
- 1 " L. A. W. Championship.

SECOND DAY, AUG. 19.

- 20 Mile for Columbia Bicycle Prize Cup.
- 1 " Tricycle, open.
- 1 " State Championship.
- 10 " Open.
- 2 " State Championship.
- 1 " Open.
- 1 " Consolation.

OVER \$2,500 IN PRIZES.

State championships open to Ohio L. A. W. men only. L. A. W. championship open to all L. A. W. men, the rest to all amateurs except 20-mile, which is open to all amateurs using direct crank-movement machines.

Entrance fee, 50 cents for each event, except 20-mile, which is \$5.00.

Entries close 10 August, to the undersigned (except 20-mile, which should be sent to the Wheelmen Co., Boston, Mass.) to whom all inquiries should be sent.

ALFRED ELY, Cor. Sec.

CLEVELAND BICYCLE CLUB,

873 Prospect Street.



THE  
Conn. Bicycle Club  
WILL HOLD THEIR  
FIRST ANNUAL  
Race Meeting



At Charter Oak Driving Park, Hartford, Sept. 9, 1884.

THE EVENTS WILL BE:

**One Mile, 3.20 Class.** 1st Prize, Gold Medal; 2d Prize, Silver Medal, with Gold Trimmings.  
**Two Mile Tricycle.** 1st Prize, Hartford Ball Bearing Sewing Machine, the gift of the Weed Sewing Machine Co.; 2d Prize, Imported Porcelain Vase Lamp.  
**Club Race.** 1st Prize, Gold Medal.  
**Half Mile for Boys under 16.** 1st Prize, Silver Medal, with Gold Trimmings.  
**One Mile Open.** 1st Prize, Diamond Stud; 2d Prize, Engraving of Schreyer's Painting, "The Imperial Courier."  
**Five Mile State Championship** (open only to Conn. L. A. W. Men). Diamond Medal.  
**One Mile Ride and Run.** 1st Prize, Gold Medal; 2d Prize, Stevens Bicycle Rifle.  
**Five Mile Open.** 1st Prize, Colt's Breech-Loading Shot Gun; 2d Prize, Engraving of Schreyer's Painting, "The Arab Cavalry Engagement."  
**One Mile Tug of War.** 1st Prize, Silver Cup, chased with Gold; 2d Prize, Handsome Picture; 3d Prize, Statuary, "Tug of War."  
Grand Exhibition of **Fancy Riding** by Prof. D. J. CANARY, the United States Champion "Fancy Rider."  
**Ten Mile Open.** 1st Prize, Full-Nickelled Expert Columbia Bicycle, the gift of the Pope Mfg. Co.; 2d Prize, French Marble Clock; 3d Prize, Travelling Clock, in handsome Plush Case.  
**One Mile Consolation.** Handsome Seal Ring.

Referee: STEPHEN TERRY, Treas. L. A. W. Judges: Dr. N. MALON BECKWITH, Pres. L. A. W.; Col. A. A. POPE, Pres. Pope Mfg. Co.; FRANK A. EAGAN, Pres. Ixion Bicycle Club; FRED H. BENTON, Capt. New Haven Bicycle Club.

Charter Oak Park is reputed to be the fastest track in the country; and as a number of prominent fliers have already signified their intention of being present, we expect to have a meeting equal in every respect to any one day's meet ever held in this country. In the morning there will be a short parade through the principal streets of the city, which all wheelmen are cordially invited to participate in. To the club having the largest number of men in line will be presented a very handsome Clock, most suitable for club headquarters. Entrance fee, one dollar for each event. Address all entries to

GEO. H. BURT, Box 414, Hartford, Conn.



Sentimental and Humorous Poems of  
Bicycling by

S. CONANT FOSTER.

Containing nearly fifty illustrations. Quarto, attractive design in white and gold on pale blue cover. Price, \$1.75.

WHITE, STOKES & ALLEN,  
129 5th Ave., New York.

## \*THIRD ANNUAL\*

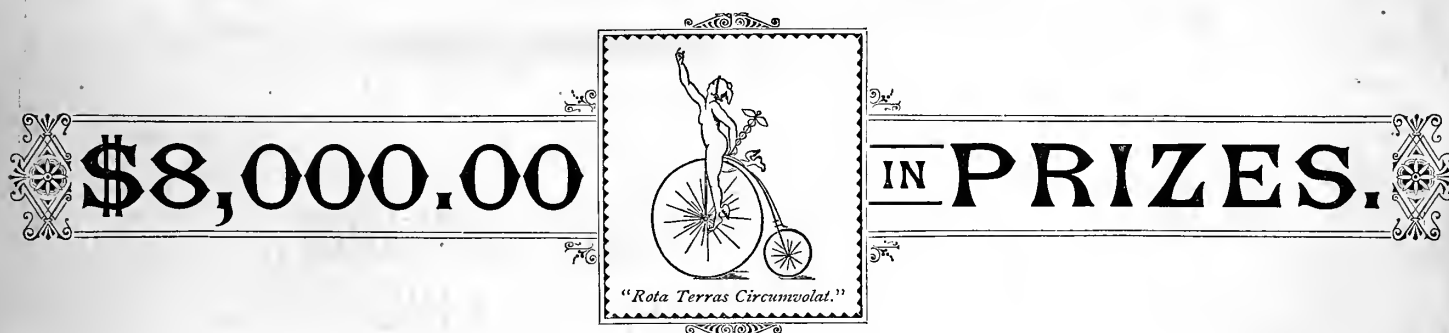
## BICYCLE \* TOURNAMENT !

OF THE

SPRINGFIELD BICYCLE CLUB,

HAMPDEN PARK,

SPRINGFIELD, MASS., SEPT. 16, 17, 18 &amp; 19, 1884.



## \*LIST OF RACES.\*

FIRST DAY, SEPT. 16.

SECOND DAY, SEPT. 17.

EVENT.	CONDITIONS.		1ST PRIZE.	2D PRIZE.	3D PRIZE.	EVENT.	CONDITIONS.		1ST PRIZE.	2D PRIZE.	3D PRIZE.
1—1-Mile Professional.	Handicap.....	Bicycle...	Cash, \$50.00	Cash, \$30.00	Cash, \$20.00	1—10-Mile Professional.	Open.....	Bicycle...	C'sh, \$250.00	C'sh, \$150.00	C'sh, \$100.00
2—10-Mile Amateur,...	Open.....	Bicycle...	Spri'f'd Cup	Value, 90.00	Value, 60.00	2—2-Mile Amateur,...	Open.....	Bicycle...	Value, 62.50	Value, 37.50	Value, 30.00
3—1-Mile Amateur,...	3:20 Class.....	Bicycle...	Value, 50.00	Value, 30.00	Value, 20.00	3—1-Mile Amateur,...	Without Hands.	Bicycle...	Value, 50.00	Value, 30.00	Value, 20.00
4—2-Mile Amateur,...	Open.....	Tricycle..	Value, 62.50	Value, 37.50	Value, 25.00	4—3-Mile Amateur,...	Class, 9:50.....	Bicycle...	Value, 75.00	Value, 45.00	Value, 30.00
5—3-Mile Amateur,...	Open.....	Tandem...	Value, 75.00	Value, 45.00	Value, 30.00	5—5-Mile Amateur,...	Open.....	Tricycle..	1 Vic'r Tri'cle	Value, 60.00	Value, 40.00
6—1-Mile Amateur,...	Time, 3:16.....	Bicycle...	Value, 50.00	Value, 30.00	Value, 20.00	6—1/2-Mile Amateur,...	Open.....	Bicycle...	Value, 25.00	Value, 15.00	Value, 10.00
7—3-Mile Professional.	Open.....	Bicycle...	Cash, 75.00	Cash, 45.00	Cash, 30.00	7—1-Mile Professional.	Open.....	Bicycle...	Cash, 50.00	Cash, 30.00	Cash, 20.00
8—3-Mile Amateur,...	Tug of War....	Bicycle...	Value, 75.00	Value, 45.00	Value, 30.00	8—5-Mile Amateur,...	Record *.....	Bicycle...	Spri'f'd Cup	Value, 60.00	Value, 40.00
9—2-Mile Amateur,...	Class 6:25.....	Bicycle...	Value, 62.50	Value, 37.50	Value, 25.00	9—2-Mile Amateur,...	Open.....	Tandem...	Value, 75.00	Value, 50.00	.....

THIRD DAY, SEPT. 18.

FOURTH DAY, SEPT. 19.

EVENT.	CONDITIONS.		1ST PRIZE.	2D PRIZE.	3D PRIZE.	EVENT.	CONDITIONS.		1ST PRIZE.	2D PRIZE.	3D PRIZE.
1—3-Mile Professional.	Record *.....	Bicycle...	Cash, \$75.00	Cash, \$45.00	Cash, \$30.00	1—5-Mile Amateur,...	Open.....	Bicycle...	Spri'f'd Cup	Value, \$60.00	Value, \$40.00
2—1/2-Mile Amateur,...	Class, 1:40.....	Bicycle...	Value, 25.00	Value, 15.00	Value, 10.00	2—5-Mile Professional.	Open.....	Bicycle...	Cash, 100.00	Cash, 60.00	Cash, 40.00
3—1-Mile Amateur,...	Ride and Run...	Bicycle...	Value, 50.00	Value, 30.00	Value, 20.00	3—1/2-Mile Amateur,...	Class, 1:32.....	Bicycle...	Value, 25.00	Value, 15.00	Value, 10.00
4—5-Mile Amateur,...	Class, 16:40.....	Bicycle...	Value, 100.00	Value, 60.00	Value, 40.00	4—1-Mile Amateur,...	Tug of War....	Bicycle...	Value, 50.00	Value, 30.00	Value, 20.00
5—5-Mile Professional.	Open.....	Bicycle...	Cash, 100.00	Cash, 60.00	Cash, 40.00	5—3-Mile Amateur,...	Record *.....	Bicycle...	† Lord Rifle	† H't'r's Pet	† Bicy'le Rifle
6—1-Mile Amateur,...	Open.....	Tandem...	Value, 60.00	Value, 40.00	.....	6—5-Mile Professional.	Record *.....	Bicycle...	Cash, 100.00	Cash, 60.00	Cash, 40.00
7—10-Mile Amateur,...	Record *.....	Bicycle...	Spri'f'd Cup	Value, 90.00	Value, 60.00	7—3-Mile Amateur,...	Open.....	Tricycle..	Value, 75.00	Value, 45.00	Value, 30.00
8—1-Mile Amateur,...	Open.....	Tricycle..	Value, 50.00	Value, 30.00	Value, 20.00	8—3-Mile Amateur,...	Open.....	Bicycle...	Value, 75.00	Value, 45.00	Value, 30.00
9—1-Mile Amateur,...	Open.....	Bicycle...	Value, 50.00	Value, 30.00	Value, 20.00	9—1-Mile Amateur,...	Consolation....	Bicycle...	Value, 50.00	Value, 25.00	Value, 20.00
									4TH PRIZE.	5TH PRIZE.	
									Value, \$15.00.	Value, \$10.00	

The *Class* races are for those who have never beaten the time given. The *Time* races, the one coming nearest the time wins the race; no watch or coachers allowed.

\* The *Record* races are run as follows: The one winning the greatest number of intermediate one-half miles wins the race, and if the winner breaks the record he receives, in addition to the regular prize on a three-mile race, a \$50 watch; in addition, on a five-mile race, a \$75 gold watch; on a ten-mile race, a \$150 gold watch.

† Presented by Overman Wheel Co. ‡ Presented by J. Stevens & Co.

## ENTRANCE FEES.

## AMATEURS.

All 1-2 and 1-mile events.....	\$1.00 each event.
" 2-mile events.....	2.00 " "
" 3 and 5-mile events.....	3.00 " "
" 10-mile events.....	5.00 " "

## PROFESSIONALS.

One and 3-mile events.....	\$3.00 each event.
Five-mile events.....	5.00 " "
Ten-mile events.....	10.00 " "

All races must have at least three men to start, or the number of prizes will be reduced.

## PRIZE OFFER.

We will give a first prize of \$15.00 and a second prize of \$10.00 for the best articles sent in for our Novices' Column on or before Oct. 1, 1884.

Articles must be written on one side of the paper, and contain about 1500 words.

The title of the column explains its purpose. We intend that it shall contain hints, suggestions, tips, in fact anything and everything that will be of practical use to beginners after they have learned to ride the wheel.

In judging the article we shall consider the subject chosen and the manner of its treatment.

The articles will be published from week to week with or without the names of the writers as they may choose. Such articles as we may deem especially worthy, after selecting the two prize contributions, we shall recognize by complimentary subscriptions to the "World."

ORGANIZED MAY 6, 1881.

INCORPORATED JAN. 23, 1884.

HENRY E. DUCKER,  
Pres't.

C.T. HIGGINBOTHAM,  
Vice Pres't.



SANFORD LAWTON,  
Sec'y.

A. L. FENNESSY,  
Treas.

September 16, 17, 18, and 19, 1884.

## GRAND INTERNATIONAL BICYCLE TOURNAMENT, SPRINGFIELD, MASS., SEPT. 16, 17, 18, 19, 1884.

On which occasion upwards of \$20,000.00 will be expended. 36 Grand Races, no two alike: Eight 1-mile; four 2-mile; five 3-mile; four 5-mile; two 10-mile; three 1-2-mile; one each, 1, 2, 3-mile Tandem; one each, 1, 2, 3, 5-mile Tricycle. All Races run on a new and fast 1-2-mile track, well fenced, and with a fixed pole. Grand Parade Wednesday, Sept. 17. Grand Display of Fire-works Thursday, Sept. 18. Full particulars in "Springfield Wheelmen's Gazette" for August; sample copy to all applicants. Entries close Sept. 10, to A. L. FENNESSY. Entry Forms furnished upon application. For further particulars, address

**SPRINGFIELD BICYCLE CLUB,**  
Springfield, Mass.

## THE FIRST ANNUAL MEET OF THE New York State Division, L. A. W.

Will be held at and in conjunction with the Race Meeting of the *Albany Bicycle Club*, at

**ALBANY, on SEPT. 10 and 11, 1884.**

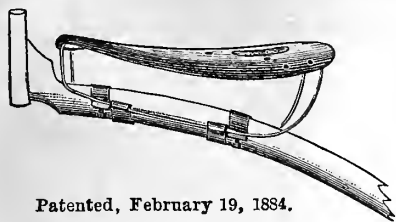
The MEET will embrace a BUSINESS MEETING, called for the evening of the 10th, at the rooms of the Albany Club, a Parade of the Division Members and invited guests on the morning of the 11th, and RACES at ISLAND PARK for the one and five-mile Bicycle and one-mile Tricycle Championships of the State, the prizes for which are elegant gold medals, gifts from the Albany Club to the Division, and which are to become the property of the winner. Entrance fee to each event, \$1.00; entries closing *Sept. 1*.

A cordial invitation is extended to the Wheelmen of the other Divisions to be present. All correspondence relative to the MEET and entrance fees for the Championships should be sent to the undersigned, Secretary of the Division.

P. O. Box 2425, New York City.

BENJ. G. SANFORD, Secretary.

## DURVEA SADDLE &amp; SPRING.



Patented, February 19, 1884.

Used by Prince, Woodside, Corey, Landy, Jenkins, of Louisville, Eck, Morgan, Higham, Yates; also Miles, Armando, and Sylvester, and all the flyers. Can be used also on Star bicycles.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Why Suffer on the Road any Longer? Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

MISSOURI WHEEL CO.,

210 and 212 N. 12th Street - - ST. LOUIS, MO.

Send postal for list of New and 2d-hand Machines.

## NOTICE TO WHEELMEN.

HARVEY & HARRISON, having enlarged their premises, are prepared to repair Bicycles and Tricycles at short notice. First-class work. Terms reasonable. P. S. — Painting and Nickel Plating a specialty.

48 and 50 WINCHESTER ST.,

Near Providence Depot.

BOSTON, MASS.

## THE STAR LAMP,

LUGGAGE CARRIER and TOOL BAG.

Send for Illustrated Catalogue. Mention this paper

ZACHARIAS &amp; SMITH, Makers, Newark, N. J.

## MISCELLANEOUS.

MISSOURI WHEEL COMPANY, St. Louis, Mo., Richard Garvey, president; L. Lueders, secretary; exclusive agency of the Standard and Expert Columbia Bicycles, Harvard, Yale, Cornell, Star, Rudge, Challenge, Facile, and all high-class imported bicycles; also for the Victor, National, Rudge, Premier, Salvo, Apollo, Coventry and Coventry Convertible Tricycles. Repairing, nickelling and japanning. 210 and 212 N. 12th street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

ST. LOUIS WHEEL COMPANY, No. 1121, Olive street, C. E. STONE, manager, Columbia agents for the Pope Manufacturing Company's Expert and Standard bicycles and tricycles; also for new pattern Sanspareil, American Club, and all high class wheels. Fine machine work. Nickelling and enameling a specialty. Send for second-hand list.

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The "American Club" and "Club" Bicycles,

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Manufactured by Wm. Andrews, Birmingham, England,

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A FULL LINE OF BICYCLE HELMETS, SHOES AND ENGLISH SUNDRIES.

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The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

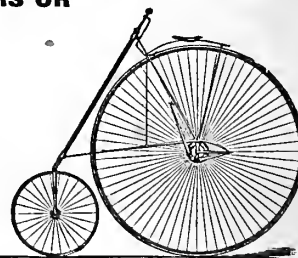
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

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BICYCLE LEGGINS. Good shape, durable, neat.

Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

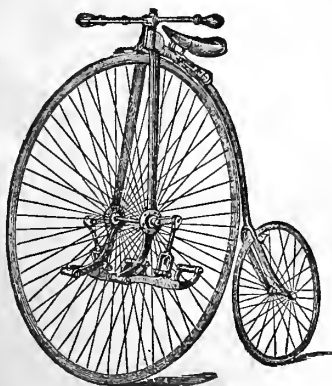
H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp Sent post paid for forty cents. E. C. HODGES & CO

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READ THIS!

THE VOLTAIC BELT CO., of Marshall, Mich., offer to send their celebrated **ELECTRO-VOLTAIC BELT** and other **ELECTRIC APPLIANCES** on trial for thirty days, to men (young or old) afflicted with nervous debility, loss of vitality and manhood, and all kindred troubles. Also for rheumatism, neuralgia, paralysis, and many other diseases. Complete restoration to health, vigor, and manhood guaranteed. No risk is incurred, as thirty days' trial is allowed. Write them at once for illustrated pamphlet free.





## SAFETY, SPEED AND COMFORT.

The celebrated **FACILE** has been amply proved by experience in both England and America to be the **Perfection of Roadsters**, being Safe, Swift, Comfortable, and Incomparable as a Hill-climber. Its best record in 1883 was 242½ miles in 21½ hours. Its latest performance, May 17-24, 1884, was across England from south to north, 924 miles, inside of 7 days, averaging 132 miles a day, and closing with a run of 190 miles on the last day. This is **three days ahead** of the best record, and **beats the world**.

The Facile is neither "Boy's Machine" nor toy. It claims and holds no second place, but in **EVERY** material respect is **SUPERIOR** to any Bicycle made.

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Call and see it, or write for full descriptive  
Price List to the Sole American Agency,

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EASY

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## "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

The Strongest,      The Most Rigid, and      The Handsomest Bicycle

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

STANDARD FINISH.

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, \$125.00

FULL NICKELLED.

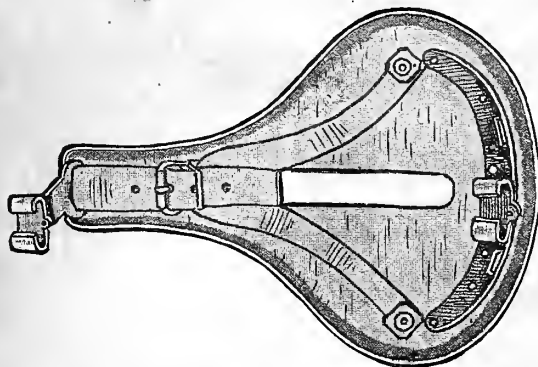
Every part on copper, except felloes, which are painted and striped as above. \$137.50

DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO

SAMUEL T. CLARK & CO., Importers.

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Photo. of American Sanspareil and Sturme's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.



## THE STALL & BURT STAR SADDLE.

Comfort attained at last with this splendid saddle which is taking the mass of Star riders by storm. The combination of the S. & B. Saddle makes the Star a different machine, and brings it to perfection. We are now making up a large quantity to supply the demand, and hope to be able to deliver promptly.

PRICES: \$4.00 PLAIN and \$5.00 NICKELLED.

Sent only on receipt of Check or P. O. O.



STALL & BURT,  
509 Tremont Street - BOSTON, MASS.

*John*

# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 15 AUGUST, 1884.

Volume IX.  
Number 15.

O. W. CO.  
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Brass-Nickelled.  
Deep Reflectors.  
HUB AND HEAD.



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Lower Prices.

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SEE THEM BEFORE YOU BUY.

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**THE YALE BICYCLE FOR 1884.**

We are now in a position to supply this machine in all sizes within one week of receipt of order. The **TRIPLE BALL BEARINGS** now applied by us to the front wheels of the **YALE** have already achieved success beyond our most sanguine expectations.

Among the expressions of commendation which we have received, a well-known rider coins a new word, and says: "No one can wholly understand what is meant by a free-running bearing until he mounts a stiff hill on 'A **TRIPLE BALL BEARING'D YALE**.'"

The "**YALE**," "**HARVARD**," "**CORNELL**," and "**TANDEM**" Bicycles are described and illustrated in our Bicycle Catalogue, while in our Tricycle Catalogue will be found full descriptions of the "**AMERICAN SALVO**," "**AMERICAN METEOR**," and "**DUAL**" **SOCIABLES** and **SINGLES**, as well as two most interesting articles on Tricycling, from the pens of eminent writers. Either Catalogue sent, post free, for a two-cent stamp.

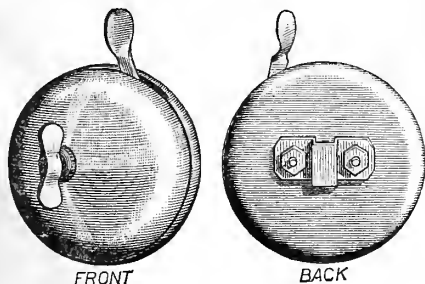
**THE CUNNINGHAM COMPANY,**

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ODD FELLOWS' HALL - - - BOSTON, MASS.

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We keep a large Stock of parts constantly on hand for the above machines.

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## BELLS! BELLS! BELLS!

"When thro' the park we gracefully glide,  
The ubiquitous boy still by our side  
Sends out a shout which touches our pride,  
'Say! Mister! ring your Bell!'"

Poets have rung their changes on the subject of bells, but it remained for the originator of the above lines to improve the *article* itself.

## Hart's "Standard" Bells

Have become well and favorably known in the vicinity of Philadelphia, and it is now my intention to introduce them generally.

## HART'S "STANDARD" BELL

Will be made in five styles. Prices from 75c. to \$1.25. Its advantages are small cost, neatness, and it is the most substantial bell in the market. It is *impossible* for the bowl to jar loose from the base to which it is attached when clamped to the bicycle, an obvious advantage which all bicyclers will appreciate; fastens to either handle-bar or brake.

HART'S "STANDARD" BELL,

Patented April 10, 1883.



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### PRICES.

No. 1, small size.....	\$0.75
No. 2, medium size, flat spring clapper.....	.75
No. 3, small size, closed base.....	1.00
No. 4, medium size, open base.....	1.00
No. 5, " " closed base.....	1.25

Nos. 1 and 4 now ready.

Liberal discounts to agents.

**H. B. HART,**

811 Arch Street - - Philadelphia, Pa.

## PRIZE OFFER.

We will give a first prize of \$15.00 and a second prize of \$10.00 for the best articles sent in for our

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# THE ROYAL MAIL

## AT PHILADELPHIA!

Seven 1st Prizes. Two 2d Prizes.

The following races were won on the "Royal Mail":

Burnham won  $\frac{1}{2}$  mile race.

" " 2 " " lowering the record.

" " 5 " "

Powell " Philadelphia Championship.

Prince " 5 mile race, lowering record.

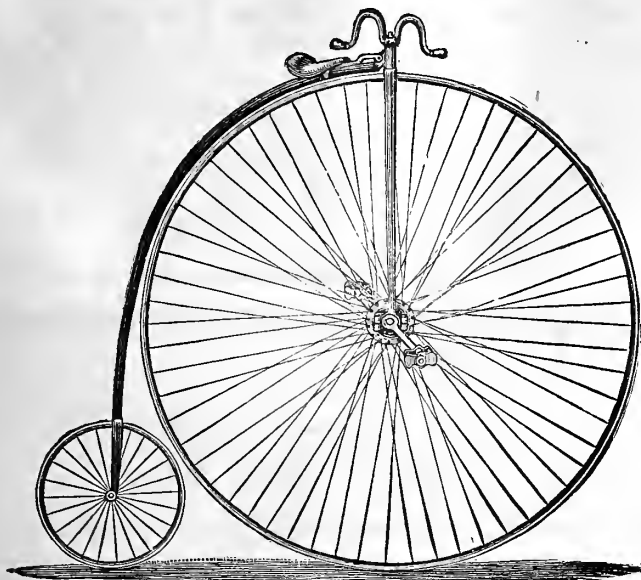
" " 10 " " " "

" " 10 " versus horse "Scotland."

Also at Boston, July 4, three 1st prizes won by Royal Mail.

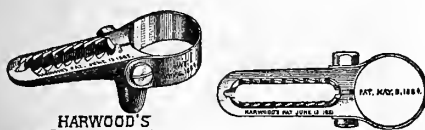
Five-Mile Amateur Championship of England, won on Saturday, June 28, 1884, by R. Chambers, on a ROYAL MAIL.

The Great Midland Amateur Prize Ten-Mile Scratch Race for the Speedwell Challenge Cup, won on Saturday, June 28, 1884, at Aston, Birmingham, on a ROYAL MAIL, being the third successive year the ROYAL MAIL has been ridden by the winners of this great amateur race.



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HARWOOD'S  
SAFETY BICYCLE STEP

Harwood's Detachable Safety Step,

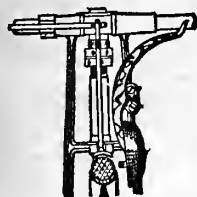
Fits any machine. No screw holes on backbone. In ordering give diameter where step is to be placed. Stamp for circular.

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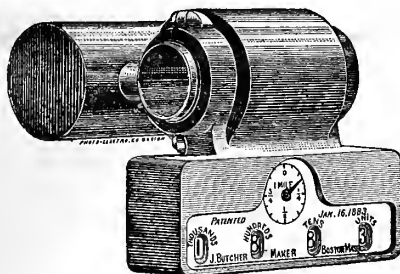
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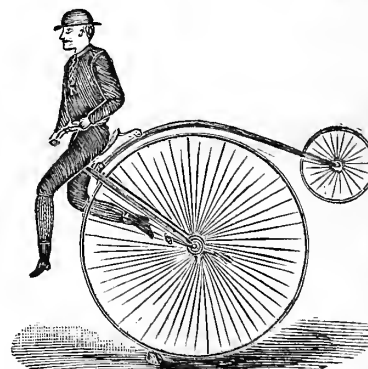
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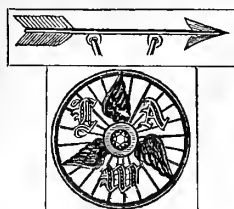
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# THE Bicycling World

Published every Friday

— BY —

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BOSTON, 15 AUGUST, 1884.

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## EXPERIMENTS.

WE have given in these columns, from time to time, hints we think our makers would do well to profit by. We have been constant riders of bicycles and tricycles for many years, and feel that we know something of the construction of 'cycles. We wrote, a few weeks ago, an editorial, urging the makers and repairers to use more care in assembling parts and making repairs. From the

letters we have received, we should judge our remarks were appreciated by those who suffer from poor workmanship. We trust they are equally as well appreciated by those who must remedy the existing evils. We last week urged on the manufacturers to aim at simplicity. We now wish to request them to refrain from putting on the market anything in an experimental state. It is poor policy for any manufacturer to give to the public an article that is not thoroughly tested by the same tests it will be subjected to by the ordinary purchaser. The 'cycling business is a peculiar one, each wheelman has his followers, and each section its prejudices. The reputation may be made or lost, perhaps many times unjustly, by the experience of a few riders. It is, therefore, a purely businesslike method to pursue in having any machine with changes or improvements ridden as it is intended to be ridden, by practical wheelmen, and adopted or discarded, as the results warrant. It is a serious matter to most men to expend from \$100 to \$180 for a machine, to find that he has on his hands a trap which is a constant source of annoyance, and perhaps danger to him. There are plenty of wheelmen well able to intelligently judge of the merits or demerits of any machine, and there are plenty such, only too glad to honestly test any new production. No matter who the designer, who the inventor, or who the manufacturer, the only satisfactory place to test a roadster is on the road. A turn or two on the street in front of the factory, or a few spins on the floor, will not prove the value or expose the weaknesses of any machine. A fair, ordinary run on the road is needed, and the maker who sends out a new thing without such a test commits an unpardonable sin. The opinions and experiences of riders are valuable, especially where there is no suspicion of prejudice, and makers should seek rather than ignore them. Breakages are to be expected, and we do not condemn any make of machine for a few of them, as anything made of metal is liable to contain flaws, but practical tests and carefulness can reduce the chances of mistakes in construction and breakages consequent thereon to a minimum. To turn out a machine that looks all right and seems all right, without knowing as well as is possible that it is so, receives our heartiest condemnation. We have pointed out faults in the construction of machines, and we are pleased

to note that many of our suggestions have been adopted. We hammered away, time and time again, at the closeness of build of some of our bicycles. We had a particular machine in mind, though the fault existed in others, but refrained mentioning it by name, as we have no desire to injure any one's business. We felt it better to point out the fault, and allow the good sense of the maker to supply the remedy. It affords us some gratification to note that the machine referred to is now constructed with the fault referred to effectually remedied.

But the fault should never have existed, so far as the public was concerned; the manufacturers should have discovered it, as we did, by riding the machine, and sayed their customers the expense and annoyance it entailed upon them. We know that it is very expensive to make changes in the construction of machines, even in minor details, but the manufacturer who remedies faults is the one who will succeed, and deserves to.

THE Citizen's Club, of New York have started a 'cycling library, and have supplied themselves with a full set of the *WORLD* and *Wheelman*. Too few clubs see the great advantage of such a thing as this, and yet no better expenditure of money could be made than for a club to keep at headquarters a complete record of the progress of 'cycling since its introduction into America.

THE authorities have at last given us a decision that we can understand on the "free entry" question. The acting secretary of the treasury, in a letter to the collector of customs at Boston, has decided that bicycles not used abroad, but accompanying the owner on arrival in the United States are not entitled to free entry. If the bicycle is purchased abroad and used, the owner can bring it with him, but he must make affidavit that he does not intend to sell the machine.

WE are in hopes that the local and suburban wheelmen will enter into the coming meet under the auspices of the L. A. W. with great zest. Within ten miles of Boston are enough wheelmen to give us a parade larger than that of any that have been held at the League meets. The affair will be in the hands of a proper committee, and the details will be well carried out.

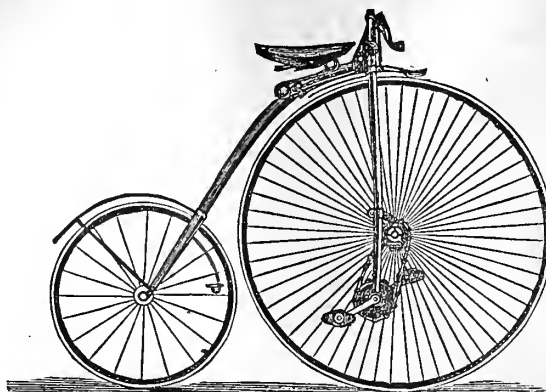
It is a significant fact that the interest in tricycling racing is of remarkably slow growth. Those who go into this branch of the sport are of the staid and sober kind, who keep their wheels for road work, and they can rarely be tempted on to the race path. In England the interest is greater, but the races are all won on racing machines of the Humber type, though many victories have been scored by the Coventry Rotary, and we hear of few loop frame machines on the path. It is very evident that the tricyclers are not ambitious for honor nor covetous as regards prizes.

THE tricycle run of a year ago was a very successful affair, and we were promised a repetition of it the coming season. The great interest shown in the coming C. T. C. "Wheel Around the Hub" suggests to us that an affair of the kind for tricycle riders would not be a bad idea. Mixed runs of the two and three wheelers are not altogether desirable, for while it is not a hard task for the older and stronger tricycle riders to keep along with the bicycles on their ordinary road gait, there are many who cannot do so without unduly exerting themselves, and losing all the pleasure of the tour.

WE do not wish to discourage our friend Karl Kron, nor to seem to put a damper on his enterprise. We do not doubt that his book will be well worth the price that he puts upon it; but it seems to us that he promises too much in claiming for his book that it is a road-book of America, and we hope that local organizations will not pause in the good work of laying out routes and describing the features and roads of small sections of the country with the idea that Mr. Kron is going to do the work for them. A proper road-book of America would make the unabridged dictionary shrink into very minute proportions by its side. We hope to see the good work done by the Canadian wheelmen, the Massachusetts Division, and the L. E. C. W. repeated in every state or county.

WE thought the Americans could tell a good yarn; but this from an English paper makes us blush. "A cyclist riding furiously towards home, as he was belated, upon turning a sharp curve, became aware that there was a machine, or at least the hind wheel of one, in front of him. Upon dismounting he found it was his own hind wheel."

## MANUFACTURE



The Kangaroo Safety Bicycle.

MANUFACTURED BY HILLMAN, HERBERT  
AND COOPER, COVENTRY, ENGLAND.

THE rapid development that has taken place in recent years in the mechanism of the tricycle, and the degree of success that has been bestowed upon the production of a form of bicycle which, while possessing the ease and simplicity of the ordinary machine, minimizes the risks attendant upon its use. In designing a bicycle that should be really a safety machine, the leading qualification is that the seat of the rider should be placed so far back from the axle of the front wheel that no ordinary obstruction would cause the rider to fall forward. Second only in importance to this is the necessity for a smaller wheel, not only that the saddle may be more easily reached and left, but that the rider may have greater control over the machine, and in the event of an accident the consequences may be less serious from the lower elevation of the seat. The objections to the use of a very small bicycle of the usual build are, that unless an elevated seat were retained the rider's legs would be so cramped that he would be unable to exert his full power, and also that, to obtain any pace at all, the rate of pedalling would be very much increased. With these facts to guide us, it is evident that the machine likely to meet the demand for a safety bicycle must have a small front wheel, not to exceed, say forty inches, in order that the rider may be near the ground; that the centre of the saddle should be ten or twelve inches behind a perpendicular line passing through the axle; that the hind wheel, to provide for the extra weight thus thrown upon it, should be of increased size, say twenty-four inches; that the treadles should be sufficiently lowered to give the rider a straight leg in driving, and brought back enough to allow of a fairly vertical tread; that the machine should be capable of being so speeded up as to suit riders of different capabilities; and that the action should

be rotary to commend it to the prevalent taste.

Accustomed as the public has been to the high bicycles in general use, the appearance of a diminutive machine, the rider of which had to pedal painfully fast to attain an average pace, was calculated to provoke much ridicule,—a greater amount, in fact, than those who were likely to patronize "safeties," were proof against. It thus happened that the progress of the safety bicycle received another check. In spite of these drawbacks, however, the little vehicles have been extensively adopted,—have, in fact, become so numerous that they fail to excite the remarks they formerly attracted at every turn, and they may thus be said to have lived down one of the objections to their use. By the speeding up of the "safety," so that the action of the rider is as slow and deliberate as on a machine of full height, the loss of dignity associated with so small a bicycle is less felt; and many will, under these circumstances, prefer a machine that takes up so much less room than a tricycle, and is at the same time faster and quite as manageable.

The Kangaroo is built with a 36-inch driving wheel. The head is open—not that known as the "Stanley" head—a circular tube descends on each side of the wheel from the handle bar to the bearings of the crank and chain wheel. The short arms carrying the bearings of the front wheel are strongly clamped on to the tubular forks, which, from these points downwards, are double—one tube within another—to give greater strength. Thus, while the axle of the front wheel is some two and one half inches in front of the fork, the pedals are kept fairly well under the rider. On each side of the driving wheel is a toothed flange—part of the hub, in fact—carrying seven teeth. A chain passes over each of these flanges, and also over the wheel attached to each pedal crank, this wheel being furnished with twelve teeth. These chains have, of course, no connection with each other except through the driving wheel, and the number of teeth on the lower chain wheel

compared with those on the hub give a greatly accelerated movement to the driving wheels relatively to the pedals. The handle-bar is twenty-eight inches wide, and hollow, and the method of connection with the bearing through the tubular fork gives wonderful rigidity to the steering. The rear wheel is twenty-two inches in diameter, and is covered with a serviceable mud guard; a low step also descends from the hind fork. The saddle is carried on an Arab cradle spring, and a powerful spoon brake, with a grip handle, is furnished to the front wheel. A pair of comfortable foot-rests are also provided, extending out in front of the axle on either side of the wheel. The tread of the pedals is no broader than in the ordinary bicycle, as the small size of the wheel enables it to be built much narrower than would be safe in a wheel of larger diameter.

The editor of the London *Field* says of the machine: "We have ridden it a considerable distance; and although we first mounted it with a feeling of resignation to the sacrifice that was necessary in the interests of our readers, we soon had our misgivings dissipated, and quickly became enamored of it and its good qualities. The steering is slightly strange at first, and we think it might be improved if the bearing points were so adjusted as to be in a line with the place of contact between the wheel and the ground; falling behind this point, as a line through the steering points would do, the wheel does not turn upon its centre. In pushing the machine, it cannot be steered by inclining it to one side, as may be done by an ordinary bicycle, nor could we venture to ride it with both hands off. There is nothing irksome or difficult about its guidance, it is merely peculiar. The first sensation experienced is that of absolute security, partly accounted for, no doubt, by the great ease with which a dismount may be effected. All that is necessary is to come to a standstill, then by slipping over to one side the foot can reach the ground. To mount, either the step or the treadle may be used; we employed the former. With the high gearing, the pace that can be obtained from these little wheels is incredible. We scarcely think we do the wheel justice when we say that we could, *ceteris paribus*, equal the ordinary bicycle in speed; indeed, if we were to accept the opinion of various bicyclists with whom we have ridden, it would be still more favorable to the Kangaroo. There must be some extraordinary virtue in speeding up of these small wheels to obtain such results in spite of the increased friction incidental to an extra pair of bearings and two chains. Considering the high gearing, the work required on ascents was much less than we expected. We rode up many steep hills with more surprise than exertion, as with cranks of only five and one half inches we expected any severe hill would

be out of the question. Over rough roads a faster pace could be maintained, and with less discomfort than on the ordinary bicycle. The front wheel jolts the rider a good deal under these circumstances, but this is largely due to the insufficient tire, viz., a  $\frac{3}{4}$ -inch when a  $\frac{7}{8}$ -inch at least, or 1-inch should have been used. The rear wheel runs very smoothly. The most noticeable fault, perhaps, is the drop of the pedals at the commencement of each stroke, owing to the necessary slackness of the chains. This, however, cannot be remedied, as a through crank is impracticable. Although there is some noise from the chains, the riders soon get accustomed to it, and the alternate slackening and tightening of the chains as the pedals rotate, although objectionable, does not apparently affect the running of the machine. The brake is very powerful, and, owing to the position of the seat, it can be safely applied with great effect. So far as the mechanism of the Kangaroo is concerned, we might leave the machine to speak for itself. Messrs. Hillman's work is favorably known throughout the trade, and every part is constructed in the most approved fashion. The correct lines upon which the Kangaroo is built, its absolute safety, great rigidity and speed, entitle it to rank as a bicycle eminently adapted for road riding and touring, and we feel every confidence in commending it to those to whom the design is acceptable. We trust the makers will not attempt to invest it with a fictitious importance by devoting it to racing purposes, by which its safety and other qualities will, if our experience goes for anything, be depreciated, and its road worthiness subordinated to the acquisition of a little extra speed.

Since the above report was written we have ridden the Kangaroo about three hundred miles, including two rides of one hundred and four and one hundred miles, occupying  $11\frac{1}{2}$  and  $11\frac{3}{4}$  hours respectively. We are confirmed in our opinion that the machine is propelled as easily as an ordinary bicycle, for, in spite of the high gearing, favoring the attainment of great speed on the level and down hill, we drove it up every hill on the above-mentioned rides, which were, in the one case, from London to Birmingham, by Dunstable and Towcester, and, in the other, from Leicester to London by Northampton, Bedford, and Hitchin, and many of these hills are sufficiently severe to claim serious attention from bicyclists. It is from facts of this kind that we prefer to form an opinion upon the merits or faults of bicycles and tricycles, as we consider such facts to be the only reliable means by which the qualities and defects of these machines are discoverable.

MR. E. N. BOWEN has perfected his "American" saddle, and now offers it for sale. As now made, it has a steel frame in two pieces and a steel adjusting screw under the horn to regulate tension of the

leather cover. A steel set screw on the top of the horn binds the adjusting screw. An oak tanned leather cover, fastened with copper rivets, makes up a light, strong and easy seat. The back of frame on top is well rounded, fitting the person better than the usual flat form. Price, \$2.75. The manufacturer writes us that he is adapting the saddle to the Star.

By favor of Wm. Read & Sons we have been riding the Royal Mail two-track tricycle the past week, and we have to record a very favorable verdict for the machine. We expected to find that disagreeable rocking motion which we have noticed in other two-track machines, but it was not present, much to our relief. The weight is carried on the two equal size drivers, and there is no more side motion than can be noticed on the loop-framed tricycles. The machine runs easily, — in fact we do not know that we have ridden a more "lively" mount. The brake is the ordinary band and is applied by a long lever which is gripped with the hand hold, or pulled as one pleases. We found it an easy matter to stop the machine on a very steep incline with the grip of but one finger. The two track and the open front features may be or may be not advantageous, but we do not consider they amount to much, except that when one is forced to ride through the city he can put the two wheels in line in the car track and ride with much greater ease than possible on a three track machine. In the last *Indispensable* Mr. Sturmev says that this machine is very popular in England, and we do not doubt it will prove so in America.

The Smithville people have great faith in the new machines that they are turning out, and they say the records will be lowered at Springfield and Cleveland.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### Wood's Century.

*Editor Bicycling World:* — My attention has been called to the item accrediting me with one hundred and twelve miles on 4 July. The route is correctly stated, but the distance was one hundred and six miles; riding time  $12\frac{1}{4}$  h.; light head wind; rain and mud for last forty miles. Frankford, Philadelphia, to Jersey City ferry, ninety-six miles, and ten miles back to Newark. I repeated this ride Sunday, 3 August, starting from Jersey City ferry 4.15 A. M., arrived at Camden (Philadelphia) ferry 7.15 P. M. Total distance one hundred and one-tenth miles; total time, 15 h.; riding time,  $11\frac{3}{4}$  h. Met heavy rains again at Trenton, and finished last thirty miles in deep mud, losing thereby at least  $1\frac{1}{2}$  h. From a Bostonian's view, the roads would be called fair to poor.

H. S. WOOD.



## Professional vs. Amateur.

*Editor Bicycling World:*—I have been for several years a very interested listener to the debates which have been going on in the athletic world anent the status of professional and amateur, and have been not a little amused to see how the laws which have been set up have been violated in spirit though observed in the letter. It is with no little astonishment that I behold democratic America hugging to its bosom this system of caste which has come over to us from the Old World, and I am surprised that we have not long ago risen up and thrown the whole idea overboard as our fathers did the British tea. In England and France trade is looked upon as degrading, and the tradesman does not have, as he does here, a passport to the best society. To work for one's living sinks one in the social scale far below the rank of those who are set down as gentlemen from the accident of birth. The same idea underlies the amateur rule which we have copied from abroad, though our society is built on a broader and more liberal basis, and a man is judged by his worth, and not by his parentage or wealth.

Let me call your attention to the history of the amateur rule. The old English athletic definition was modelled after the following which is the rule used by the English university boat clubs:—

An amateur oarsman or sculler must be an officer of Her Majesty's army or navy or civil service, a member of the liberal professions, or of the universities or public schools, or of any established boat or rowing club not containing *mechanics* or professionals; and must not have competed in any competition for either a stake or money, or entrance fee, or with or against a professional for any prize; nor have ever taught, pursued, or assisted in the pursuit of athletic exercises of any kind as a means of livelihood; *nor have ever been employed in or about boats or in manual labor; nor be a mechanic, artisan or laborer.*

When bicycling in England began to make its way into prominence as an athletic sport, the leading devotees who framed the amateur rule softened it a little by cutting out the provisions which I have italicised above. It was a progressive step, and the wheelmen who essayed it are entitled to much credit.

When the fever spread across the Atlantic, the pioneers in the wheel world of America adopted substantially the English rule, though not without opposition; for the Germantown Club, of Philadelphia; tried to saddle the League with an amateur rule which should exclude all who make a living out of bicycling, the intent being to place in the ranks of professionals all bicycle dealers, agents, and even the editors of newspapers devoted to cycling. The resolution passed by the Germantown Club read as follows:—

*"Resolved,* That we do not consider any manufacturer, dealer, agent, teacher, or any person who may be connected in

any manner with bicycling as a business or profession, to be an amateur."

Happily the resolution did not prevail. For interesting reading on this point see BICYCLING WORLD, vol. 1, pages 395-7. Years later American wheelmen broadened their amateur rule, and allowed all those enthusiastic agents who had been so influential in spreading the wheel gospel, to teach a man to ride, sell him a machine, and not become a professional. This latter movement drove the Englishmen from the League, and with them a membership in our national institution does not prove a man's amateurship.

So stands our rule to-day, and as it stands it is a farce. It is broken in spirit by those who ride machines to advertise them under pay of the makers, and it wholly fails to carry out the idea of its framers. But if it is a farce in America, it is much more of a farce in England, the land of its birth. Go to any amateur race meeting, and you will be pointed out the lay figures of every manufacturer of note. You will be told that Gaskell rides for the Coventry Machinists Company; Sutton rides for Rudge; Chambers and Illston ride for the Royal Mail people; Lowndes works for the Rudge people, and rides their tricycle, etc., etc., etc.

A race without a "kept amateur" in England would be a very tame affair. And yet these are the men who are too good to contest with such men as Hazlett, of Portsmouth, Ducker, of Springfield, or Garvey of St. Louis, because, forsooth, these latter have taught men to ride a bicycle before selling them a machine.

The underlying idea of the amateur rule, is that it is degrading to ride a race for a purse. If this be so, why, in Heaven's name, does not this idea prevail in other circles than athletic? We do not feel degraded when we toil for our daily bread, and accept the price of our labor. My friend Moneybags keeps a yacht which costs him some \$5,000 a year to run. He enters into this sport for the pleasure that he gets out of it, and not for gain, and this is the true amateur spirit. And yet he enters a dozen cases every year, and each time he contests for a purse. My friend Jawkey keeps a stable full of crack horses. He belongs to an association of gentlemen who hold frequent race meetings, and ride their own horses, and in every case the prize is a purse.

Here you have a distinction: A man may sail a yacht or ride a horse for money, but if he rides a bicycle or goes afoot he becomes a professional. And just there is the conundrum I have been pondering over. The two sports mentioned, yachting and horse-racing, may be set down as the most high-toned of all sports, and yet under the athletic ideas every man who indulges in them is a professional sportsman upon whom the athletic world casts a stigma. If it is wrong to ride a bicycle for money, it is wrong to ride a horse for money. The line cannot be drawn between the two. If the horse-

man does not degrade himself the bicyclist does not, and the athletic world wrongs him when it brands him as a professional and an unworthy competitor for amateurs. If we are to live up to this idea, let it be carried into all branches of sport. Let the yachtsman and the horseman be set apart into their classes, and let us put our foot upon all money prizes.

Dr. Blackham, of Dunkirk, steps aside from his regular labors once in a while, and does a little writing for the fun of the thing. Did he degrade himself when he entered into a competition for the Pope prize? and did he make himself a professional when he took the money prize from the company? You will say that this is a different thing, for it was not an athletic contest. Granted that it was not an athletic contest; but if you can convince me that the underlying idea is not the same, I would like to have you. It does not follow that Dr. Blackham is going to write prize articles for a living because he took that purse, nor does it follow that a man is going to make a living out of bicycling because he occasionally contests for a money prize. The "living" in both cases would be shadowy.

Do you think, Mr. Editor, that a wheelman will stoop to any more tricks to get a purse of \$50 or \$100, than he would to get the valuable prizes which are being offered by the clubs at the coming fall tournaments? I do not. Who are the men that go about to these tournaments travelling from one city to another at great expense of time and money? Are they enthusiastic amateurs who ride for the love of it? No, they are those whose expenses are paid by manufacturers and dealers who wish to win all the races they can in order thereby to advertise their machines. If we should see a man, strictly an amateur, making the rounds of the tournaments this fall, simply for the glory to be got out of it, we should set him down as a crank, who should be put under guardianship till he can learn the proper use of money. Our best racing men go to the tournaments, but they are paid to do so, and the races would be cheap indeed without them. We would not give much for the success of the tournaments if the managers depended on the reputation of the local racers to draw a crowd.

It is urged in favor of the amateur rule that it is unfair to amateurs who ride only in their leisure hours to be pitted against those who ride under pay and employ all their time in racing, training and practice. Does this thing work? Look at the "kept amateurs." Is it fair to pit them against the others under this argument? Will you please bear in mind that I make no criticism of the dealers for the system of "kept amateurs." They can do nothing else, and I don't know that the system hurts the sport. Surely it shows us what can be done on the bicycle under the best conditions, and we get results that we would not get if we were to depend upon our strict amateurs.

The proper remedy out of the difficulty

# WHEELMEN, ATTENTION!

Another Marvelous Performance on a

## RUDGE LIGHT ROADSTER.

LANDS END to JOHN-O'-GROATS, a distance of *1,000 Miles*, has been ridden by Mr. JAMES LENNOX in *Six Days Nineteen Hours*, beating all previous records by some hours.

The wonderful success achieved on RUDGE bicycles, on the road and path all over the world, has never been approached by machines of any other make.



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FIRST-CLASS ROADSTER  
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Rudge's Unequalled Ball Bearings to both wheels.

Hollow Forks and Backbone.

Direct Spokes (eighty to front wheel).

Curved Handle-Bars.

Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



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One Mile Record of the World,

**2 Min., 40<sup>4</sup> Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

Price, 50-in., Enamelled and Nickelled, \$140.



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up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

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[illegible]

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THE GLOBE CASED SELF-ADJUSTING BEARING,  
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Every **IDEAL BICYCLE** has the Head, Handle Bars, Brake, Spring, Cranks, and Pedals Nickel Plated. They are also furnished Half and Full Nickelled. We manufacture a larger line and greater number of Bells than any other firm in the United States. Supply the celebrated Loudon's Tire Cement to large consumers at close quotations. Manufacture Flags, Flag Stuffs, Saddles, Tool Bags, and other Sundries. Have a department for Repairs and Nickel Plating, for which we are unexcelled. Notice the New Address:

*222 and 224 North Franklin Street, Chicago, Ill.*

The proper remedy out of the difficulty is to let every man choose for himself. Let him run for money or trophy as he sees fit, and then classify the riders. Those who ride for the fun of the thing may not expect to get into the highest class, but they can depend upon being with those who have equal facilities for improvement. Then let us set up the social lines, and have invitation races, just like those the gentlemen riders of the horse hold. We can then invite men to the races that we would invite to our houses. The average amateur to-day is not far above the average professional in social status, nor in virtue. I am sick of the cry against professionals by those who think all the virtue is with the amateurs. We have those who would exclude professionals from amateur tournaments, and Harvard College will not allow a professional inside the enclosure. Is contact with these men contaminating? Pshaw! Our amateurs must be of very easy virtue if they are so liable to contagion. In the WORLD of a few weeks' since, I find this statement:—

"One amateur has been known to challenge a man to ride for a cheap watch, and then stake a bet for a large sum on the result. All of which goes to show that all amateurs are not truly good nor all professionals truly bad."

This adds another link to the chain of argument that I have been trying to forge, and it leads me to recall the race meeting that I attended a few years ago. It was an amateur affair, and no money prizes were up, and yet well known amateur wheelmen were betting freely on the result. One man won \$400 on the result, and others were equally fortunate. What can we think of the society that will condemn the rider for competing for a prize, and at the same time uphold the betting man? I am not preaching morality, nor do I condemn the betting man. I want the athletic world to be inspired with a morsel of sense. I want to see this foolish rule abandoned. The amateur rule must go. It is not democratic. It does not do what it pretends to. It is a gigantic farce.

MORDECAI.

#### Sociable or Singles.

*Editor Bicycling World:*—My wife has a Columbia tricycle, and until a few days ago I had a bicycle, but finding the two machines did not work well together I have given up the latter. I am undecided whether it is best to buy a second tricycle for myself or to sell the one we now have and buy a sociable (which must be a Convertible).

Will some one who can speak from experience kindly advise me which plan would give us most enjoyment and easiest riding,—aside from the question of cost. It seems to me each rider must experience more of a feeling of weigh and drag on a sociable than in riding the single machine, which we are both much pleased with.

B.

#### CURRENTS CALAMO

No dust yet.

JUPITER PLUVIUS still reigns.

STODDARD, LOVERING & Co. have ordered a sample Kangaroo bicycle.

OUR staff did n't show up very brilliantly in the race. Well, we don't want any medals.

WHAT will the club do with its medals? Why, *Burn 'em* of course.

THE Missouri Wheel Co. are sending out the Stars saddle. Prices, \$3 and \$3.75.

WORKMEN commenced to repair the Milldam road, Monday morning. This shows the advantage of a petition to the City Fathers. It has not gone in yet, but there must have been some subtle agency at work to let the street committee know that the request was coming, and they have tried to anticipate.

WHAT a glittering vista of glorious possibilities stretches out before the view of Boston wheelmen when they see what a beautiful park is being built on the Back Bay.

IN referring to the certificate of the Jumbo Park surveyors, the *Spirit* says: "So ineffably stupid were the gang who procured this musty document, and the various editors who published it, that no one of them, with the honorable exception of the BICYCLING WORLD, had brains enough to note its total lack of meaning." We thank our esteemed contemporary.

THE *Tricyclist's Indispensable* is now ready and on sale at this office. The volume is devoted entirely to the interests of tricyclists. When the original work was first issued in 1878, bicycles, tricycles, and the *modus operandi* were all included in the one book; now each of these fills a volume by itself, and the youngest in point of time has grown the bulkiest in size. The volume has 430 pages and 308 illustrations, and retails for \$1.00, post-paid, \$1.12.

GEO. D. GIDEON, Jr., is doing well. He arrived in Philadelphia, 9 August, at 4 A. M. We extend congratulations.

MR. H. F. FULLER, of the Chicago tourists, has not worn long pantaloons for three years. Knee breeches are good enough for him.

Is it right for a 'cyclist to say to a beginner, "You are *getting on*," when he is manifestly *falling off*?

THE Kangaroo should be a good hill climber since it is made by a firm whose senior partner is a Hill-man.

ENGLISH is said to be the coming racing man in England. We do not hear that he is coming to America.

THE Philadelphia races will be invitation events, and no entry fee will be charged.

READ our prize offer and enter for the contest.

THE Committee for the Massachusetts Division Meet, will meet to draw up a programme on Friday night.

AN old resident says that "John Cox, father of the carriage-builder, was a skillful blacksmith, and built and used a bicycle, with one large and one small wheel, sixty years ago. The fact is well authenticated, and it is more than probable that Norwich leads this country in the use of this popular vehicle, which is not such a modern machine as most people suppose. — *Norwich (Conn.) Bulletin*."

MR. THEODORE CONSTEIN, of 14 Garland street, has been an employee of the Cunningham Company. Monday he had an afternoon off, and about two o'clock took his machine out preparatory for an afternoon spin into the country. Just as he was in the act of mounting, Special Officers Murdough and Lynch of Station 5 and Private Detective Byrne came upon him and arrested him on a warrant charging him with stealing the bicycle and part of divers other bicycles at different times, all to the value of \$412.50. Constein had been practising this system of speculation for some time.

He had a way of abstracting the parts of a machine at different times, and gradually he put them together until it was completed. In order that he might do this, he stole in addition to the bicycle parts, the tools necessary to put the machines together. A large number of the stolen pieces were found in Constein's room and in other places where he had disposed of them.

Mr. Cunningham has been suffering of late from thefts of this kind, and although the officers have been working assiduously it was not until Monday that they obtained sufficient evidence to make an arrest. Constein told the officers that he was not the only guilty one, as there were others in Mr. Cunningham's employ who had been doing the same thing. He said that he felt as though he might have a share in the plunder as well as the others.

DOLPH has this week received his Royal Mail racer, ordered of William Read & Sons some time since. Fiske, of Springfield, has lately ordered a Royal Mail racer.

STODDARD, LOVERING & Co., are offering good bargains in shop-worn and second-hand racing machines, and racing men need not go on to the path with roadsters for fear of an excessive price for the light mounts. A man with a heavy machine is sadly handicapped on the path.

MR. ROLAND G. and Mr. Arthur A. Gamwell arrived at their homes in Providence, R. I., on Thursday of last week, after a bicycling tour of nine months abroad. The trip included a voyage to the Azores and Madeira Island, and a run through Portugal, Spain, Southern France, Italy, Switzerland, and by way of Paris and Havre to England. Their route, many times, was pursued through a country devoid of railroads, and hence untravelling by the average tourist, and full note-books attest the great amount of profit gained from their pleasure.



They had a good time, and their mishaps were just sufficient to spice their travels and give them something to laugh over at the recollections. Of course they saw what every European traveller sees, but they also witnessed a great deal more. They rode Columbia bicycles, which stood the severe strain put upon them without a break of any kind.

It's about time for wheelmen to stop talking about "Trinity square." There is no such place. The square in front of Trinity Church is Copley square.

E. E. KUGEMANN made a quick trip from Cincinnati to Hamilton on a bicycle, 2 August, leaving Cincinnati at 4.50, arriving at Glendale at 6.10, and, leaving that place at 6.20, arrived at Hamilton at 7.30 P. M., making the entire distance, twenty-five miles, in two hours and forty minutes. So says the *Enquirer*, and we are led to infer that it was a very bad road.

AND now the southern wheelmen talk of a league.

B. F. FIELDS, Jr., of the Nashville, Tenn., Club, is credited with a run of ninety-two miles, 27 July. This is the long-distance record for the South.

MESSRS. MARRIOTT AND BIRD, of England, made a record of 231 miles in twenty-four hours, on a Humber Tandem tricycle, 26 July.

THE first annual meet of the Iowa State division will occur at Des Moines, 2 September.

ABRAHAM LINCOLN rides a 45-inch Star. He is the son of Hon. Robert Lincoln, secretary of war.

THE English press condemns the proposition that races be entered by the lady riders of the realm.

A KAZOO is an instrument invented to give pleasure and satisfaction to the small boy. It is a cross between a bagpipe and an accordeon, with several new and pleasing features of its own. It can make more noise and even less music than a brass band. It can imitate the warbling of a cat or the shriek of a mocking bird. The inventor would be hanged, drawn, quartered and burnt, but it is more than likely that he is kept out of the way in some insane asylum. When you hear a noise like the combined sounds of a fish-horn and a runaway, do not imagine it is the end of the world. It is only the small boy amusing himself peaceably with his kazoo. — *Detroit Free Press*.

THE first prize banner awarded the Rochester Bicycle Club at the Springfield tournament for the best drill, has been finished, and will be forwarded. It is a pretty flag of blue and gold painted by Henry George, and the pole will be topped with a winged wheel of silver.

ILLSTON, who was booked for the Springfield tournament, will not come. A severe fall led to injuries which will keep him from the track the rest of the season. F. Sutton, who was also down for these

races, recently fell and broke his collar-bone and will not be able to come over.

A GRAND meet and parade of wheelmen will take place 5 September, under the auspices of the Massachusetts Division L. A. W. The day's events will probably include a short parade through the streets of the city in the morning, and then a short run through the suburbs to some place where a picnic dinner can be served. The parade in the morning will undoubtedly be one of the largest ever held in this State, as it will not be restricted to either club or League members, but all are invited. It is claimed that the number of unattached riders in Massachusetts is very large, and this will be a good opportunity for them to show their strength. Chief Consul Currier will be chief marshal of the parade, and his staff will be composed of prominent wheelmen. In the afternoon the Boston Ramblers have arranged for a large race meeting, on the Union grounds, which will be undoubtedly be attended by all the wheelmen in the city, and thereby add much to the interest of the race by their presence. The races will begin at three o'clock, and be over at an early hour, so as to allow out-of-town wheelmen to return to their homes without inconvenience.

THE Pope Manufacturing Company have presented Thomas Stevens with one of their Expert bicycles, with all the latest improvements, in recognition of his plucky ride across the continent.

WHEN the Leominster Bicycle Club entertained the Chicago wheelmen, the young ladies of the town, to the number of about a score, were chiefly instrumental in making the occasion the success that it was. The club has just forwarded to each of the young ladies a handsome certificate of honorary membership of the same.

#### Tricycle Road Race.

THE second annual tricycle road race of the Boston Club was not quite such a success as the one of last year. The number of contestants was smaller, and no one but Burnham made any pretensions to speed. The failure of Corey, Johnson and Dudley to show up was a disappointment. However, the race was held, and at 6 A. M. Abbot Bassett was dispatched from Bailey's Hotel, South Natick. Three minutes later Freelon Morris with J. S. Dean and E. P. Burnham were sent off in the order named, with an interval of three minutes between them. Burnham caught and passed Dean at Wellesley, and at Newton Lower Falls he reached Bassett, and at Newton, Morris. At the Falls the slide of Dean's steering apparatus broke, and he was delayed some fifteen minutes, and compelled to crawl for the rest of the distance. Morris passed Bassett at Wellesley, and rode with good effect, coming in second, and winning a time medal. Bassett was taken with cramps

at Newton Lower Falls, and thereafter his pace was a crawling one to Boston, and every hill had to be walked. At Newton Centre a large crowd had gathered to see the race.

Burnham rode with great force, and was coached from Chestnut Hill Reservoir by Mr. Converse, of Newton, on horseback. The roads were in good condition, and the distance is estimated at sixteen miles. The following is the summary of the race:—

E. P. Burnham, 50 Victor Rotary, 1h. 14m. 40s.

F. Morris, 48 Victor Rotary, 1h. 31m. 10s.

A. Bassett, 48 Victor Rotary, 1h. 50m. 10s.

J. S. Dean, 48 Victor Rotary, 1h. 51m.

Burnham received the medal offered for beating Stall's record of last year, but as the road and distance is different it does not affect the record from Cobb's.

#### The N. C. U. Amateur Championships.

THE amateur championships have been run in England with the following results:—

One-mile bicycle.—H. A. Speechly, 21 June, Lillie Bridge, 3.30½.

Five-mile bicycle.—R. Chambers, 28 June, Cardiff, 15.36½.

Twenty-five mile bicycle.—R. H. English, 26 July, Newcastle on Tyne, 1.22.20½.

Fifty-mile bicycle.—F. R. Fry, 19 July, Crystal Palace, 2.51.16½.

One-mile tricycle.—C. E. Liles, 12 July, Crystal Palace, 3.29½.

Five-mile tricycle.—C. E. Liles, 12 July, Crystal Palace, 17.30½.

Twenty-five mile tricycle.—C. E. Liles, 21 June, Lillie Bridge, 1.28.58.

Liles also holds the ten-mile championship won last year, but not run this year. He has won every tricycle championship that has been contested under the auspices of the N. C. U., dating back to 1882.

#### A Short Trip.

To those wheelmen of Boston and vicinity who can spare time or strength for but a short ride I would recommend the following trip:—

Starting from Copley square take Dartmouth street, Columbus avenue, Concord street, Harrison avenue, Warren and Washington streets, to Mount Bowdoin, Dorchester (four and an eighth miles). Here turn to the left on to Bowdoin street to Meeting House Hill (five miles), Adams street, crossing Dorchester avenue at Field's Corner, and coasting Harwood's Hill, turn to the right at gasometer at foot of hill, and then the first turn to the left, by Cedar Grove Cemetery to Lower Mills (eight miles) up an easy grade on to River street to Mattapan (nine and three-eighths miles).

The return can be made by way of Washington street, from the Lower Mills up Codman Hill and an almost straight

road into the city. This is a round trip of seventeen and three quarter miles, and one that any rider should be able to make in from two to two and a half hours, as there is but one difficult grade on the route, and it is over some of the best roads in this vicinity, a part of Adams and all of River Street, being the smoothest riding I have as yet had.

The hill on Adams street is, at all times, a perfectly safe coast.

Lower Mills is *en route* to Nantasket, Quincy, Cohasset, Brockton, Canton, Sharon, and all towns south of Boston. Should the traveller desire to enjoy one of the finest views in these parts, let him turn to the left at the Lower Mills, cross the river, ascend Milton Hill, and he will be satisfied.

L. A. W. CONSUL FOR DORCHESTER.

### Newark, N. J.

THE bicycle clubs Essex, of Newark, Orange Wanderers, Elizabeth Wheelmen, Passaic County Wheelmen, Æolus Bicycle Club, of Paterson, Staten Island Wheelmen, Plainfield Bicycle Club, Hudson County Bicycle Club, of Jersey City, Knickerbocker Bicycle Club, of Brooklyn, and visiting wheelmen from all parts of New Jersey met in Newark Thursday, 7 August, to have a moonlight and Chinese lantern parade. Had the wheelmen been permitted to retain their formation it would have been one of the most beautiful sights ever seen, but the populace crowded upon them so closely that it was with difficulty they could proceed even in single file, and many of the men had to dismount altogether. The people who had gathered on Broad street below Market to witness the parade were entirely disappointed as the crowd packed the junction of Broad and Market streets in such numbers it was impossible for the wheelmen to get through. The way was blocked with baby carriages, and with men and women with children in their arms. They acted like idiots, one and all, for when it was evident that there could be no display on account of the pressure they crowded still closer. It would be a good idea to give the parade again, and have a squad of mounted men to keep the streets clear. There must have been 25,000 people in the streets at one time. The parade was under the direction of the New Jersey wheelmen, of Newark. About one hundred and fifty wheelmen assembled at Zacharias & Smith's Bicycle School, corner of Bridge and Broad streets, where they were furnished with lanterns and attachments. At 8:30 o'clock the wheelmen formed in the upper part of Military Park, and then came down Broad street to Market, and went up Market to High, to Central avenue and on to Orange. There were about fifteen ladies riding tricycles in the parade in Orange. The wheelmen were served with a fine collation at Riker's restaurant, Orange, after which they returned home. — *Newark Advertiser*.

## RACING NEWS

THE Boston Ramblers' Bicycle Club propose holding their second annual fall race meeting on the grounds of the Union Athletic Company, 5 September, the date that the Massachusetts Division of the League holds its meet in this city. The programme of the races has not yet been fully decided upon, but will include half-mile, one-mile, and two-mile races, best two in three heats, open to all amateurs; a one-mile race, open only to amateurs who have never beaten 3m. 25s.; and a five-mile race for the championship of the Ramblers' Club. Two prizes, consisting of gold and silver medals of value, will be awarded in each event. Charles S. Howard, A. D. Peck, Jr., and E. G. Whitney, have been appointed a committee to have full charge of all arrangements. An entrance fee of \$1.00 will be charged for each event, and the entries close 2 September, with Charles S. Howard, Post-Office Box 1825, Boston, Mass.

A JOINT race meeting of the Philadelphia, Germantown, and Pennsylvania Bicycle clubs will be held at the Gentlemen's Driving Park, Philadelphia, on the afternoon of 13 September. The annual meeting of the Pennsylvania Division of the League of American Wheelmen will take place in the morning of the same day, a feature of which will be a parade through Fairmount Park. The principal event of the races, twelve in number, will be the race for the "Pope challenge cup." The track will be put in the best of shape by a contractor especially engaged for the occasion, and will be equal to the best in the country for speed. A popular band has been engaged for the event, and active preparations for further attractions are in progress. Invitations will be sent to several thousand wheelmen.

THE Cleveland Club announces that the Pope cup will be raced for at its tournament 19 August. The entrance fee is \$5.00, which is to be returned to all contestants finishing full distance.

THE Buffalo Club will hold a tournament on Wednesday, 27 August, at 2 P. M., at the Buffalo Driving Park. The open events comprise a two-mile dash, fancy riding contest, one-mile tricycle race, one-mile dash, five-mile dash, slow race. For club members there will be: One-mile championship, one-mile green, three-mile championship, and an exhibition drill. Entries, to C. S. Butler, 263 Main street, close 25 August. A banquet will be served in the evening.

THE Montgomery Alabama Club will hold a tournament, 10 September, at Clisby Park.

THE race meeting at Albany will be one of the most attractive of the racing season. It will be held at Island Park, 10 and 11 September. The New York State Division will hold its meet and parade in connection with the tournament, and will hold the State championship at that time. The races will be run on a mile track. This has a fixed fence or pole entirely around it, and it will be measured by a competent surveyor so that no records made may be questioned. Prizes amounting to \$1,000 will be given. The races will be as follows:—

### FIRST DAY.

Novice's race, one-mile, Albany Club. Prizes, gold and silver medals.

Slow race, one hundred yards, open. Prize, stop watch.

Tricycle race, two miles, open. Prizes, tilting water set, set of nickelled lamps.

Amateur fancy riding contest, open. Prizes, gold-lined cake basket, pair gold toothpicks.

Club championship, five-mile. Prize, gold medal.

Without hands, one mile, open. Prizes, brass lamp, racing suit.

Dash, half-mile, open. Gold medals.

Three-minute twenty class, one-mile. Prizes, silver fruit dish, set of sconces.

New York Division L. A. W. championship, five miles. Prize, gold medal.

### SECOND DAY.

New York Division L. A. W. championship, one-mile. Prize, gold medal.

One-mile, Albany Club. First and second heats.

New York Division L. A. W. tricycle championship, one-mile. Prize, gold medal.

One-mile, Albany Club, final heat. Prizes, gold medals.

Handicap, three miles, open. Prizes, clock, worsted touring suit.

Ride and run, one-mile. Prizes, gold and silver medals.

Handicap, ten miles, open. Prizes, silver tea set, seven pieces, ice pitcher.

Consolation, half-mile. Prize, diamond League pin. See advertisement for closing of entries.

ELEGANT gold medals for the League races will be given by the Albany Club. Already two entries have been received for these. A business meeting of the division will be held at the club-house on the evening of the first day, 10 September, and a grand parade on the morning of the second day, 11 September, will be made in Washington Park. The committee in charge of the tournament are: J. G. Burch, Jr., chairman entries; E. J. Wheeler, hotels; Geo. F. Brooks, M. D., reception; Henry Gallier, Jr., president; D. F. Skinner, Jr. railroad and storage. Secretaries of clubs may write to the above for information on their several duties, and are requested to send the probable number intending to participate as soon as possible so that arrangements may be made for their comfort. Special rates have been secured from hotels and railroads which will be published when complete.

THE Oswego (N. Y.) Club will hold a tournament 20 August at the Driving Park. Entries close 17 August, to Earl Hyde, Orange, N. Y.

W. J. MORGAN and Fred. Westbrook will contest for the championship of Canada.

CHICAGO is to have a long distance race of six days' duration, 18 to 23 August, twelve hours daily, between John S. Prince and Mdle. Louise Armaindo, on their racing bicycles, and C. M. Anderson, a well known long distance equestrian. Anderson, while in Denver, issued a challenge, especially directed to Prince and Armaindo, which was promptly accepted by the champion and Mdle. Louise. The base ball grounds on the lake front have been secured; two tracks will be laid, the inner one of planking for the bicyclists, and the outer one for the horseback rider.

THE programme for the bicycle tournament on the Exposition grounds, Louisville, Ky., for 14 and 15 August, is as follows: Thursday, three-quarter mile dash for novices; ten-mile championship of Ohio, Indiana, Illinois, Missouri, Tennessee, and Kentucky; half-mile, open; ten-mile professional — Prince, Woodside, Higham; quarter-mile heats, open. Torchlight parade in the evening. Friday — five-mile, handicap; one-mile for those who have never beaten 3m. 20s.; fancy riding; half-mile obstruction; twenty miles relay against horses — Prince, Woodside, and Hinham. Among the entries for the amateur races are Asa Dolph, C. E. Stone of St. Louis, Chas. Jenkins, and Prince Wells.

THE New England fair to be held at Manchester, N. H., will not have the usual bicycling features. In 1880-1-2, when the exhibition was held at Worcester, the bicycle races were a great success, but last year, when removed to Manchester, they proved very unsatisfactory, owing to poor track and other causes, and the above announcement is the result.

A TWO-DAYS' bicycle race was started on the Union grounds on Friday last between Thomas Stevens and C. J. Young. It was intended that the wheelmen should run twelve hours each day, but the race was stopped on

the second day after the men had been running eight hours, there being no spectators to witness the event. The score for the twenty hours was: Stevens, two hundred and nine miles three laps; Young, two hundred and five miles two laps. The proprietors of the grounds are complaining that wheelmen do not patronize them; but we can hardly see how wheelmen can be expected to know anything about sports that are not advertised in any way. Other race managers find the 'cycling press a good medium for reaching wheelmen.

## WHEEL CLUB DOINGS

THE new rooms of the Nashville Club are in readiness, and a house warming is proposed in a few weeks. The main room is 40 x 25 and handsomely furnished, and there are committee rooms and a billiard room besides.

BICYCLING is growing in popularity with Bangor people. The Pine Tree Wheel Club, with twenty-seven members, is fitting up rooms over the city library. Arrangements are being made for a general field day and exhibition in Maplewood Park about the middle of August. The officers of the club are: C. S. Maynard, president; W. R. Roberts, vice-president; F. L. Goodwin, treasurer; J. E. Young, secretary; B. W. Goodnow, captain; O. B. Humphrey, first lieutenant; F. H. Harlow, second lieutenant; and W. Stone, bugler.

MANCHESTER. — 'Cycling matters are quiet with us, especially in club circles, as many of the active members are on their vacations or taking short tours, singly or in small parties. Our last moonlight club run brought out but four, the usual attendance being at least fifteen. Sunday, however, usually finds a party of half a dozen or more at Fletcher's, at Lake Massabesic, for a clam-bake dinner. Lieut. Moses Sheriff returned last week from his tour into Canada. According to his cyclometer, the total distance covered was 698 miles. All sorts of roads were found. At Montreal he had the pleasure of meeting the Niagara to Boston party. S. C. Kennard, of the Manchester Club, is at Hampton Beach for the summer. 'Cycling tourists will do well to hunt him up when at Hampton. At Jenness' Beach, in Rye, the one-mile New Hampshire champion, Archie L. Jenness, of the Rockingham Club, can be found. C. H. Wilkins visited Hampton Beach last week, and, after two days in Hampton, Rye, and Portsmouth, with Kennard, Jenness, Hazlett, E. G. Whitney, of the Boston Ramblers, Howard Gage, of Haverhill, and others, put in two days more with Kennard along the coast to Salem, Beverly Farms, Gloucester, and Rockport; calls on the Salem and Hawthorne Clubs at Salem resulted very pleasantly for the Manchester men. C. F. Sawtelle, of the Manchester Club, recently made the trip to Charlestown (N. H.) and return in two days. The distance, *via* Franconstown, Hillsboro', Washington, and Lempster, is 85 miles, and his riding time going up was a little less than ten hours, and coming back only eight and one half hours. His time from start to finish was eleven hours on the return trip. Those conversant with the hills and roads in the interior of New Hampshire are able to appreciate the amount of climbing and coasting necessary to be done to keep up Sawtelle's average. The last fourteen miles into Charlestown was almost a continual coast, and was accomplished in an hour. The Manchesters are very generally adopting drab duck helmets for head gear. X—C.

## 'CYCLISTS' TOURING CLUB

### American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE first annual autumn tour of the American Division will be held in Boston on the first Monday in October, 1884, when the famous "wheel around the

Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): Shepherd Ayars, Wilkesbarre, Pa.; W. R. Bowman, 26 Hazle avenue, Wilkesbarre, Pa.; Alex. C. Bates, 125 Huntington street, Cleveland, Ohio; H. W. King, 1252 Euclid avenue, Cleveland, Ohio; G. M. Streeter, 1437 Chestnut street, Philadelphia, Pa.; A. E. Sprackling, 422 St. Clair street, Cleveland, Ohio.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal. N. B. — Consuls wanted in every city and town in Canada.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

F. A. F. — Write to E. M. Aaron, Box 916, Philadelphia, Pa. He is the editor and should be able to set you right. The waters are calm. Don't disturb them.

RUDGE. — Write to Frank X. Mudge who is editor of the *Bicycle*, published in Montgomery, Ala. He will give you the information you seek. New Orleans has a club though we have not heard that it is very active.

W. G. K. — The King of the Road pattern is the best. It is made in this country by the Overman Wheel Company, or it can be imported. We hardly think that any one can refer you to a lantern that will not blow out. We have never seen one.

B. G. — Get your matter in early. We do not take long articles after Monday.

NOVICE. — When saddle-sore avoid a soft seat. It will come hard at first, but will be the better plan. A wooden-seated chair or stool is better than a cane seat.

RIDER. — Hang a wet sponge on your wrist, you will find it a grateful thing to use when heated. An old rider tells us that a peppermint lozenge will allay thirst.

GORMOLLY AND JEFFERY. — Next week.

WARM. — Any man who perspires freely cannot stop it; it does him no injury, however, provided he does not catch a chill when his clothes are wet.

DIGESTION. — It is not best to eat a hearty supper after a long ride. Bicycling gives one an appetite, but the exertion, if excessive, also tends to weaken, temporarily, the digestive powers.

ANNUAL. — The "Bicycle Indispensable" will not be issued this year. The last was that for 1882.

BUGLER. — The bugle calls have been used for many years. Find them in issue for 1 August.

A. G. C., PROVIDENCE. — Thanks. We will use part of the article. The Facilitis referred to were J. T. Dyer, Green Street, and C. P. Donahoe, Boylston Street. There are several others in this city whose names we do not know.

## FIXTURES

Thursday and Friday, 14 and 15 August:  
Tournament at Louisville, Ky.

Monday and Tuesday, 18 and 19 August:  
Annual meet of Ohio Division at Cleveland, and races.

Wednesday, 20 August:  
Second annual encampment of Cincinnati Wanderers at East Fork, Ohio.

Wednesday, 27 August:  
Race meeting at Buffalo, N. Y.

Monday and Friday, 1 and 5 September:  
Races at Des Moines, Iowa.

Friday, 5 September:  
Meet and parade under auspices of Massachusetts Division at Boston.  
Races of Boston Ramblers.

Saturday, 6 September:  
Road race of Cincinnati (Ohio) Wanderers.

Tuesday, 9 September:  
Races of Connecticut Bicycle Club, Hartford.

Wednesday and Thursday, 10 and 11 September:  
Races of Albany (N. Y.) Club.  
Meet and races of New York Division.

Saturday, 13 September:  
Races of Philadelphia, Germantown, and Pennsylvania clubs at Philadelphia.

Tuesday, Wednesday, Thursday, and Friday, 16-19 September:  
Tournament at Springfield.

Tuesday and Wednesday, 23 and 24 September:  
Race meeting of New Haven Club on Hamilton Park.

Monday and Tuesday, 6 and 7 October:  
Wheel around the Hub by the C. T. C.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 48-inch bicycle, American roadster, new this spring, has never been run over forty miles, balls to both wheels, dropped handle bars; will sell cheap. Address, W. B. CURTIS, Cazenovia, N. Y.

COVENTRY ROTARY CONVERTIBLE, for sale cheap; in good order. DAVIS & HUNT, Cleveland, Ohio.

FOR SALE. — One 52-inch F. N. Expert; tires somewhat cut, and nickel worn off head, dropped handle bars; \$80. Address HERMAN A. ROGERS, Cadiz, Ohio.

FOR SALE. — A 52-inch full-nickelled Timberlake, with ball pedals, rubber handles, etc.; price \$90; without ball pedals, \$85; machine in perfect condition. S. J. F., Box 1597, Fitchburg, Mass.

BICYCLES FOR SALE. — Two 52-inch English bicycles, ball bearings to both wheels, both excellent bargains; price \$60 and \$90. Address EDW. P. BURNHAM, Newton, Mass., agent for Royal Mail bicycles.

## RACING MEN, ATTENTION!

Send for List of SHOP-WORN and SECOND-HAND RACING MACHINES. Prices low.

STODDARD, LOVERING & CO.

10 Milk Street - - BOSTON.

## Information Wanted

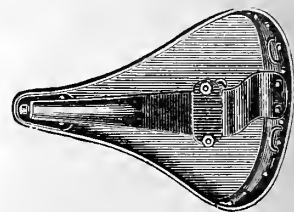
Of the whereabouts of GEORGE N. STIMPSON, of Lynn, Mass., who leased a 50-in. H. N. & E. Expert Bicycle, No. 3966, of us, and has disappeared; also, of ALBERT HOSMER, of Boston, who leased of us a 52-in. F. N. Standard Bicycle, No. 5045. Any party giving information as to the whereabouts of the men or the bicycles will be suitably rewarded.

I. P. LORD & CO., 48 Union St., Boston.

## BICYCLE TIGHTS.

Full suits made from Best Zephyr Worsted, \$7.50 a suit.

JAMES WALDIE, Highlandville, Mass.



## THE AMERICAN.

A New Adjustable Saddle. Light, Strong, Elastic, Easy. A good article at a reasonable price. Send for Circular.

E. N. BOWEN - - - FREDONIA, N. Y.



## BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to GUMP BROS., Dayton, Ohio, for large Illustrated Price List of New and SECOND-HAND MACHINES. Second-hand BICYCLES taken in exchange. BICYCLES Repaired and Nickel Plated.





## JOINT RACE MEETING OF THE

Philadelphia, Germantown, and Pennsylvania Bicycle Clubs,  
**PHILADELPHIA,**  
*GENTLEMEN'S DRIVING PARK - - - Sept. 13, 1884,*

The "COLUMBIA BICYCLE PRIZE CUP," valued at \$1,000, to be competed for.

Races at 2.30 P. M., twelve in number, as follows:—

**20-mile Race**, for "COLUMBIA BICYCLE PRIZE CUP," open only to crank-action bicycles, to be won three times, unless winner covers the distance inside of one hour, when it becomes his property.

**State Championship Races** (open to all members of Pa. Div. L. A. W.).—Send entries to E. M. Aaron—1-2 mile, 1 mile, 5-mile Bicycle and 1-mile Tricycle.

**Invitation Races**.—3-mile and 1-mile Bicycle, 1-2 mile Boys' Race, 1 and 2-mile Novices' Race, and Pennsylvania Club Race.

**1-mile Tandem Tricycle Race**, by clubs, each team carrying club colors.

**Fancy Riding and Polo on Bicycles** will be features of the occasion.

The Track (which is 1-2 mile) will be in the hands of a competent contractor for some time previous to the event, and under the direct supervision of Mr. Ewing L. Miller, of the L. A. W. Racing Board. It will receive such daily care and attention as will guarantee its being one of the best in the country for speed, thus insuring most satisfactory and reliable records. Entries close *positively* Sept. 3d, midnight.

As these are Invitation Races, there are no entry fees required, except for Pope Challenge Cup, which will be \$5.00, to be sent to the Wheelman Co., Boston, to be returned to all riding the full distance. Duplicate entry, without fee, to be sent to Eugene M. Aaron, Chairman, P. O. Box 1108, Philadelphia. Valuable prizes for each event.

The Second Annual Meet of the Pennsylvania Division of the "League of American Wheelmen" will take place during the morning of the same day.

The Parade of the Division and invited guests at 10 A. M. will pass through some of the most attractive parts of Fairmount Park.

EUGENE M. AARON, Chairman.

CHAS. M. MILLER, Sec. and Treas.

COMMITTEES: Finance, CHAS. M. MILLER, Chr.; Press and Advertising, G. N. OSBORNE, Chr.; Programmes and Prizes, GEO. D. GIDRON, Chr.; Grounds and Track, E. L. MILLER, Chr.; Conference, H. R. LEWIS, Chr.  
P. O. Box 1108.

## \$1,000 IN PRIZES.

### Third Annual Race Meeting of the Albany Bicycle Club, Albany, N. Y.

ISLAND PARK, SEPT. 10-11, 1884.

IN CONNECTION THEREWITH WILL BE HELD A

## Meet of the New York State Division of the L. A. W.

First Day, Sept. 10.

- |                            |                             |
|----------------------------|-----------------------------|
| 1-Mile Novices.            | 100-yds. Slow Race, open.   |
| 2 " Tricycle, open.        | Amateur Fancy Riding, open. |
| 5 " Club Champ.            | 1-mile without hands, open. |
| 1-2 " Dash, open.          | 1 " 3.20 Class, open.       |
| 5-mile State Championship. |                             |

Second Day, Sept. 11.

- |                           |                                |
|---------------------------|--------------------------------|
| 1-mile State Champ.       | 1-mile Albany Club (in heats). |
| 1 " Tricycle State Champ. | 3 " Handicap, open.            |
| 1 " Ride and Run, open.   | 10 " Handicap, open.           |
| 1-2-mile Consolation.     |                                |

Prizes for State Championships to be valuable Gold Medals, given by the Albany Club. Entries for State Championships close Sept. 1, to the Div. Secretary, B. G. SANFORD, Box 2425, New York City. Fees for each event, \$1.00. Entries for all open events close Sept. 5, to J. G. BURCH, Jr., Albany, N. Y. Entrance fees for open events, 50 cents. The officers' meeting will be held at Club House, evening of first day. Parade, morning of second day.

## THE FIRST ANNUAL MEET

OF THE

## New York State Division, L. A. W.

Will be held at and in conjunction with the Race Meeting of the *Albany Bicycle Club*, at

### ALBANY, on SEPT. 10 and 11, 1884.

The MEET will embrace a BUSINESS MEETING, called for the evening of the 10th, at the rooms of the Albany Club, a Parade of the Division Members and invited guests on the morning of the 11th, and RACES at ISLAND PARK for the one and five-mile Bicycle and one-mile Tricycle Championships of the State, the prizes for which are elegant gold medals, gifts from the Albany Club to the Division, and which are to become the property of the winner. Entrance fee to each event, \$1.00; entries closing **Sept. 1.**

A cordial invitation is extended to the Wheelmen of the other Divisions to be present. All correspondence relative to the MEET and entrance fees for the Championships should be sent to the undersigned, Secretary of the Division.

P. O. Box 2425, New York City.

BENJ. G. SANFORD, Secretary.

## DURYEY SADDLE &amp; SPRING.



Patented, February 19, 1884.

Used by Prince, Woodside, Corey, Landy, Jenkins, of Louisville; Eck, Morgan, Higham, Yates; also Miles, Armaindo, and Sylvester, and all the flyers. Can be used also on Star bicycles.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Why Suffer on the Road any Longer? Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANESE, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

## MISSOURI WHEEL CO.,

210 and 212 N. 12th Street - - ST. LOUIS, MO.

Send postal for list of New and 2d-hand Machines.

## NOTICE TO WHEELMEN.

HARVEY & HARRISON, having enlarged their premises, are prepared to repair Bicycles and Tricycles at short notice. First-class work. Terms reasonable. P. S.—Painting and Nickel Plating a specialty.

48 and 50 WINCHESTER ST.,

Near Providence Depot.

BOSTON, MASS.

## THE STAR LAMP,

LUGGAGE CARRIER and TOOL BAG.

Send for Illustrated Catalogue. Mention this paper

ZACHARIAS &amp; SMITH, Makers, Newark, N. J.

## MISCELLANEOUS.

MISSOURI WHEEL COMPANY, St. Louis, Mo., Richard Garvey, president; L. Lueders, secretary; exclusive agency of the Standard and Expert Columbia Bicycles, Harvard, Yale, Cornell, Star, Rudge, Challenge, Facile, and all high-class imported bicycles; also for the Victor, National, Rudge, Premier, Salvo, Apollo, Coventry and Coventry Convertible Tricycles. Repairing, nickelling and japanning. 210 and 212 N. 12th street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

ST. LOUIS WHEEL COMPANY, No. 1121, Olive street, C. E. STONE, manager, Columbia agents for the Pope Manufacturing Company's Expert Standard bicycles and tricycles; also for new patent American Club, and all high class work. Nickelling and enameling and-hand list.

## R. V. R. SCHUYLER,

17 BARCLAY, NEW YORK,

AGENT FOR

The "American Club" and "Club" Bicycles,

The "Cheylesmore," "Imperial," and "Club Sociable" Tricycles,

Manufactured by Coventry Machinist Co.,

The "American Sanspareil" Roadster,

Manufactured by Wm. Andrews, Birmingham, England,

And The "American" Roadster.

A FULL LINE OF BICYCLE HELMETS, SHOES AND ENGLISH SUNDRIES.

## REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.

## THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

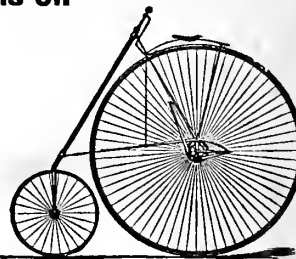
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gift buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

THE PERFECTION CYCLOMETER is guaranteed correct; fits any size wheel and can be tested on any kind of road. H. S. LIVINGSTON, Cincinnati, Ohio.

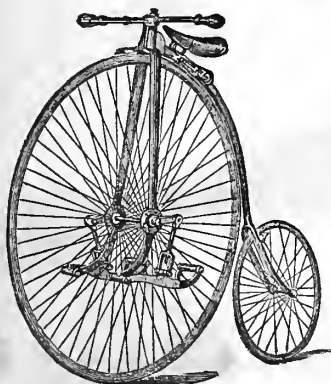
H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO

YOUNG MEN,  
READ THIS!

THE VOLTAIC BELT CO., of Marshall, Mich., offer to send their celebrated ELECTRO-VOLTAIC BELT and other ELECTRIC APPLIANCES on trial for thirty days, to men (young or old) afflicted with nervous debility, loss of vitality and manhood, and all kindred troubles. Also for rheumatism, neuralgia, paralysis, and many other diseases. Complete restoration to health, vigor, and manhood guaranteed. No risk is incurred, as thirty days' trial is allowed. Write them at once for illustrated pamphlet free.

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The celebrated **FACILE** has been amply to be the **Perfection of Roadsters**, being Sa. Hill-climber. Its best record in 1883 was 242½ miles in 21½ 1884, was across England from south to north, 924 miles, inside of closing with a run of 190 miles on the last day. This is **three days beats the world.**

The Facile is neither "Boy's Machine" nor toy. It claims and holds no **EVERY** material respect is **SUPERIOR** to any Bicycle made.

EASY	{	by Name.	Call and see it, or write for full descriptive Price List to the Sole American Agency,	to Mount.	{	EASY
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		Every way.				
		Everywhere.				
15 Park Place, New York.			to Learn.	to Guide.	to Drive.	
<b>J. WILCOX, Attorney and Agent.</b>						

## THE "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

**The Strongest, The Most Rigid, and The Handsomest Bicycle**

NOW ON THE AMERICAN MARKET.

See what Henry Sturmev, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

**STANDARD FINISH.**

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

**FULL NICKELLED.**

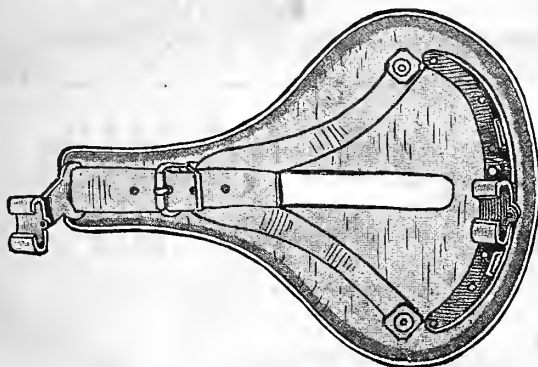
Every part on copper, except felloes, which are painted and striped as above . . . **\$137.50**

**DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO**

**SAMUEL T. CLARK & CO., Importers.**

**Franklin Building, Baltimore, Md.**

Photo. of American Sanspareil and Sturmev's Indispensable, giving description of upwards of 400 machines, mailed on receipt of 60 cents.



## THE STALL & BURT STAR SADDLE.

Comfort attained at last with this splendid saddle which is taking the mass of Star riders by storm. The combination of the S. & B. Saddle makes the Star a different machine, and brings it to perfection. We are now making up a large quantity to supply the demand, and hope to be able to deliver promptly.

**PRICES: \$4.00 PLAIN and \$5.00 NICKELLED.**

Sent only on receipt of Check or P. O. O.



**STALL & BURT,**  
509 Tremont Street - BOSTON

# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 22 AUGUST, 1884.

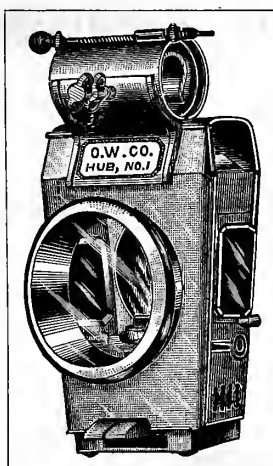
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**LAMPS.**

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BETTER GOODS

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SEE THEM BEFORE YOU BUY.

OVERMAN WHEEL CO.  
CHICOPEE, MASS.

## THE YALE BICYCLE FOR 1884.

We are now in a position to supply this machine in all sizes within one week of receipt of order. The **TRIPLE BALL BEARINGS** now applied by us to the front wheels of the **YALE** have already achieved success beyond our most sanguine expectations.

Among the expressions of commendation which we have received, a well-known rider coins a new word, and says: "No one can wholly understand what is meant by a free-running bearing until he mounts a stiff hill on 'A **TRIPLE BALL BEARING'D YALE**.'"

The "**YALE**," "**HARVARD**," "**CORNELL**," and "**TANDEM**" Bicycles are described and illustrated in our Bicycle Catalogue, while in our Tricycle Catalogue will be found full descriptions of the "**AMERICAN SALVO**," "**AMERICAN METEOR**," and "**DUAL**" **SOCIABLES** and **SINGLES**, as well as two most interesting articles on Tricycling, from the pens of eminent writers. Either Catalogue sent, post free, for a two-cent stamp.

THE CUNNINGHAM COMPANY,

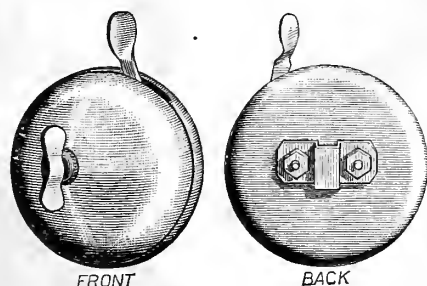
ESTABLISHED 1877,

ODD FELLOWS' HALL - - - BOSTON, MASS.



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FOR BICYCLES AND TRICYCLES.



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Acknowledged to be the BEST. Easily Operated. Automatic and Instantaneous. For sale by all leading dealers.

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BICYCLES, TRICYCLES.

WHEEL GOODS OF ALL KINDS.

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SEND FOR CIRCULARS.

OPEN EVENINGS.

**RUDGE,  
BRITISH CHALLENGE,  
—AND—  
ROYAL MAIL  
BICYCLE  
REPAIR WORKS,**

8 and 10 Church Street,  
**BOSTON, MASS.**

We keep a large Stock of parts constantly on hand for the above machines.

**HARRY D. HEDGER & CO.**

## BELLS! BELLS! BELLS!

"When thro' the park we gracefully glide,  
The ubiquitous boy still by our side  
Sends out a shout which touches our pride,  
'Say! Mister! ring your Bell!'"

Poets have rung their changes on the subject of bells, but it remained for the originator of the above lines to improve the *article* itself.

## Hart's "Standard" Bells

Have become well and favorably known in the vicinity of Philadelphia, and it is now my intention to introduce them generally.

## HART'S "STANDARD" BELL

Will be made in five styles. Prices from 75c. to \$1.25. Its advantages are small cost, neatness, and it is the most substantial bell in the market. It is *impossible* for the bowl to jar loose from the base to which it is attached when clamped to the bicycle, an obvious advantage which all bicyclers will appreciate; fastens to either handle-bar or brake.

## HART'S "STANDARD" BELL,

Patented April 10, 1883.



ILLUSTRATION SHOWING CONSTRUCTION.

## PRICES.

No. 1, small size.....	\$0.75
No. 2, medium size, flat spring clapper.....	.75
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Liberal discounts to agents.

**H. B. HART,**

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# PRIZE OFFER.

We will give a first prize of \$15.00 and a second prize of \$10.00 for the best articles sent in for our Novices' Column on or before Oct. 1, 1884.

Articles must be written on one side of the paper, and contain about 1500 words.

The title of the column explains its purpose. We intend that it shall contain hints, suggestions, tips, in fact anything and everything that will be of practical use to beginners after they have learned to ride the wheel.

In judging the article we shall consider the subject chosen and the manner of its treatment.

The articles will be published from week to week, with or without the names of the writers, as they may choose. Such articles as we may deem especially worthy, after selecting the two prize contributions, we shall recognize by complimentary subscriptions to the "World."

# THE ROYAL MAIL

## AT PHILADELPHIA!

Seven 1st Prizes. Two 2d Prizes.

The following races were won on the "Royal Mail":

Burnham won  $\frac{1}{2}$  mile race.

" " " " lowering the record.

" " " " "

Powell " Philadelphia Championship.

Prince " 5 mile race, lowering record.

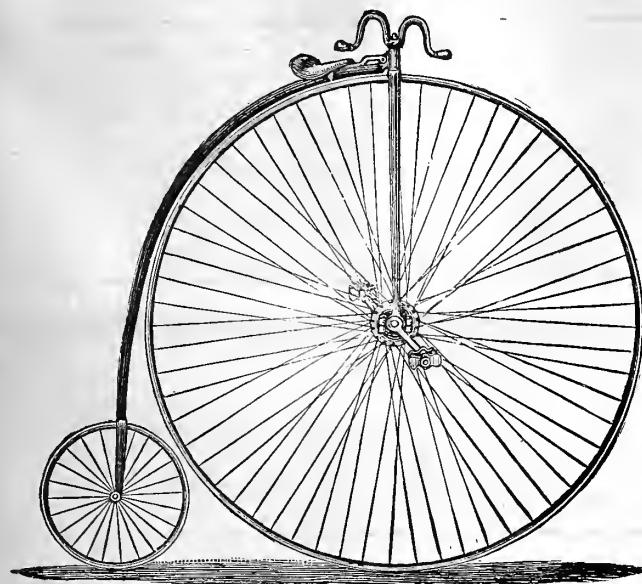
" " " " " "

" " " " " versus horse "Scotland."

Also at Boston, July 4, three 1st prizes won by Royal Mail.

Five-Mile Amateur Championship of England, won on Saturday, June 28, 1884, by R. Chambers, on a ROYAL MAIL.

The Great Midland Amateur Prize Ten-Mile Scratch Race for the Speedwell Challenge Cup, won on Saturday, June 28, 1884, at Aston, Birmingham, on a ROYAL MAIL, being the third successive year the ROYAL MAIL has been ridden by the winners of this great amateur race.



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SAFETY BICYCLE STEP

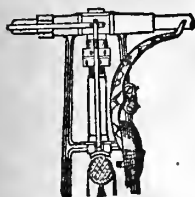
Harwood's Detachable Safety Step,

Fits any machine. No screw holes on backbone. In ordering give diameter where step is to be placed. Stamp for circular.

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Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;  
OUT OF THE WAY;  
NOT EASILY BROKEN;  
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

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Alarm for the "AMERICAN STAR" now ready.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

HILL & TOLMAN, Worcester, Mass.

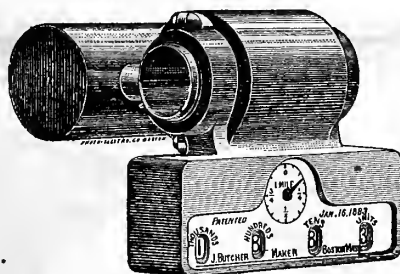
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Can be Read from the Saddle.



It registers to ten thousand miles and then returns to zero. It weighs less than twenty ounces. The weight which holds the dial always upward can be easily removed and a lamp substituted in its stead.

In ordering, mention size and make of wheel. Price, \$10.00. Send P. O. Money Order or N. Y. Bank Draft, payable to the

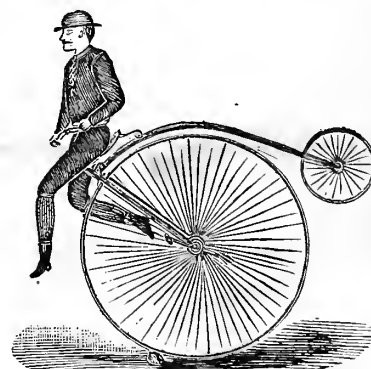
BUTCHER CYCLOMETER CO.,

338 Washington St., Boston.

## THE LILLIBRIDGE

SAFETY

## Handle Bar.



[From an Instantaneous Photograph.]

We have recently developed a method of attaching our SAFETY BAR to all the leading makes of machines without changing or marring them in the least. It can be attached by the rider himself in one minute, is fully guaranteed, and will be sent C. O. D. on three days' trial.

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# TRICYCLE RIDERS

SAY OF THE NEW VICTOR :

"The new 'Victor' goes like the wind, up hill and down and over all sorts of roads, as I never saw a tricycle go before. I like it better every time I ride it."

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BOSTON, MASS.

(Mr. Lee is one of our most experienced riders.)

"I would not have 'Victor' disabled for \$5.00 a day."

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"I must say in the eighty or ninety miles I have ridden it that it is 'elegant,' that's the best word with which to express myself. The machine is staunch and reliable at all times, and I have enjoyed its use more than I had any idea I could."

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"The tricycle works finely. There are several parties who say they want one. Ours seems indispensable to me, at all events two prices would not buy it from me if I could not have another."

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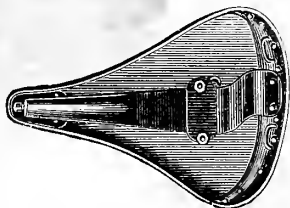
"After using the 'Victor' tricycle for nine months, and riding hundreds of miles upon it, and having some parochial experience with other tricycles, I feel warranted in saying that the 'Victor' is the best possible tricycle for the money."

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Fifteen miles from Boston. Good roads through a delightful country all the way.

\$2.50 per day. Dinner, 75 cents. Lodging, 75 cents.

Special attention to the comfort and accommodation of Wheelmen.

A. BAILEY, Proprietor.

**B. SCHULENKORF & SON,  
MERCHANT TAILORS,**

Club Tailors to the 'Cyclists' Touring Club.

**BICYCLE UNIFORMS A SPECIALTY**

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Simple in construction, readily attached, affords convenient and efficient manner for lighting a lamp out of doors, regardless of the wind. By its use the vexatious delay and difficulty of lighting a lamp is obviated. The match is lighted in a space protected from the wind by two metal discs, from which the match is passed to the wick. No cutting off of matches.

No caps or percussion tapes. *Will not rattle.* Pat. applied for. PRICE, 50 Cents, mailed on receipt of price. Liberal discount to the trade. Address J. C. McNAB & CO., Box 350, Rochester, N. Y.



Patented in England and the United States.

Burley's **ADJUSTABLE SKELETON SADDLE**, With Guarded Sides

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F. G. BURLEY, BOSTON, Brighton District, MASS.

# THE Bicycling World

Published every Friday

—BY—

H. C. HODGES & CO.  
8 Pemberton Square, Room 12,  
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C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 22 AUGUST, 1884.

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## RACING RULES.

WE print in another column a draft of the new racing rules recently adopted by the League's racing board. The rules on the whole are very good and sensible, and the board may well be congratulated. It will be noticed that the bugbear of sanction is done away with to our great satisfaction. We have regarded it as a piece of useless poppycock, without a single redeeming feature. The new rules

it will be seen, provide that "no record made on the Lord's Day will be considered." We regard this as a doubtful piece of legislation. We most decidedly object to race meetings being held on the Lord's Day, but we can see no reason why the League or any one else should refuse to consider as a record a performance which if made on any other day would be accepted. The object of record books is supposed to be, to collect the result of all *bona fide* performances excelling previous ones. Unless all records are compiled, the books are of little value. Moreover, the rule is aimed at an evil which does not exist, nor is at all likely to. The rule had better be expunged as being unnecessary. Another clause provides that in the championship races no prize exceeding \$50 in value will be allowed. This provision meets with our unqualified approval, but the board would have done better to have extended the limit to all races as an encouragement to the true spirit of amateurism. The allowing of races for class machines is an excellent rule, and one we have repeatedly advocated. Without it races limited to peculiar 'cycles could not be held, though it is generally admitted that much good often results from such contests. All that is now required of race meetings is the adoption of these rules or those of the National Amateur Athletic Association. We trust they will be generally adopted by the managers of race meetings as being well adapted to their requirements.

IN our remarks on the Fourth of July races, in this city, we referred to Haven, as being a good man, but lacking finish. Thereupon our esteemed but rash contemporary, the *Herald*, thinking to be smart, wanted to know what better finish there could be than coming in second in a tricycle race in which Burnham competed. The race to which it referred, by the way, contained but two starters. We cull this item from the *Herald* of last Sunday:—

"F. W. Westervelt, of the Springfield Club, is one of the coming riders. This is his first year on the racing path, and yet he was able to push Frazier very hard. What he lacks is finish and proper training."

Please tell us, neighbor, if it is not a pretty good finish to push a man like Frazier, "very hard." Our facetious friend's memory is not as long as ours.

AT last we have seen a rack and pinion steering apparatus for tricycles that pleases us. We must admit that the steering gear on the Invincible tricycle is the best thing in the rack and pinion line we have yet seen. The rack slides in and is completely enclosed by a tube, while the pinion is effectually covered up and out of sight. There is no dirt, nothing to catch one's clothes, and the long bearing surface and well made gear gives a very smooth and steady action. The Invincible machine itself is a very taking one and its lightness commends itself to weak and light riders. The central-gear roadster with 48-inch wheels and inch tires, weighs but seventy pounds. We doubt if the machine would be very serviceable in this country for all-round work in its present state. The Surrey Machinists Company does very good work, but we should prefer the machine with a larger axle, a size or two heavier wire in the spokes, say fourteen instead of sixteen gauge, and a little larger hub. With these changes the machine would no doubt be a popular one. The position of the handles on the Invincible is a point our makers would do well to examine. We have not ridden the machine enough to judge whether or not they are too far back, but we found they compelled one to sit erect.

THE small number of entries in the road race of the Boston Bicycle Club is to be regretted as well as the fact that all the contestants rode one make of tricycle. The purposes of the race are seriously hampered by the attendance of so few and such a lack of variety of mounts. Until the number of racing men is larger, the dealers should do all in their power to have their respective machines represented. The one-hundred mile road race in the fall will give an opportunity for some of our scorchers to show their mettle. We look for a large field of starters. The latest suggestion in the road-racing line is a race between peculiar bicycles. A race with the Facile, 'Xtraordinary, Star and Kangaroo would prove highly interesting and possibly instructive.

A CORRESPONDENT recommends kerosene oil for bicycle lamps. The oil can be used by simply filling the lamp loosely with cotton. It gives a clear light, which is free from smoke, and it will last longer than would be supposed.



## MANUFACTURE



The Rudge Light Roadster.

AMONG the foremost of the manufacturers of bicycles and tricycles in England stands the great firm of Rudge & Co., of Coventry, England, the centre of the bicycle industry.

Their vast works cover quite an extensive territory, giving employment to over five hundred workmen, and Messrs. Rudge & Co. rightly claim the title of being the "largest manufacturers of bicycles and tricycles in the world."

Every bicyclist in England is familiar with the name of Rudge, and their machines are well and favorably known in all the civilized parts of the globe.

Commencing a small manufacturer some ten years ago in Wolverhampton, the senior Mr. Rudge, having established his reputation as an extremely careful builder, both for workmanship and finish, gradually enlarged his works to meet the increasing demand for his machines, and is now established at Coventry, where they have attained their present extensive proportions.

The policy of Messrs. Rudge & Co. has always been to give the best value for the money, and although in some cases their machines have been somewhat higher in price than others, they have always found that it paid to build the best, and as the English riders fully realize that a cheap machine is always dear at any price, they have had no hesitation in paying a trifle more and getting the best article that can be made.

One of the principal features of their machines is "Rudge's Unequalled Ball Bearings," which for simplicity of construction and remarkable running have given them a world-wide reputation.

These bearings were invented by the senior Mr. Rudge, some six years ago, and no machine left his establishment until he had personally inspected and adjusted the bearings. Many manufacturers and makers have tried to improve on them, but without success, and "Rudge's ball bearings" stand to-day without a rival.

So great is their popularity, that many of the makers of cheap machines are forced to use them; and although their machines are fitted with Rudge's bearings, few riders even then will buy them, as the rest of the work is generally quite inferior.

In point of manufacture and improvement, Rudge has always been one of the most progressive and enterprising builders, having a large corps of skilled draughtsmen and mechanics connected with the works, and improvements are constantly being made, and, as they fully realize the wants of the riders in regard to weight, strength, and easy running, no labor is spared to make their machines as perfect as possible.

The Rudge machines have long been well and favorably known in this country, but not to any great extent, until the spring of 1883, when to Messrs. Stoddard, Lovering & Co., 10 Milk street, Boston, the largest importers of bicycles in the United States, was given the sole agency and control of all Messrs. Rudge & Co.'s machines, and they immediately commenced to place these celebrated machines on the American market.

On the arrival of the first invoice of the machines, Mr. H. D. Corey, manager of Messrs. Stoddard, Lovering & Co.'s bicycle department, took a fifty-two inch Rudge weighing thirty-four pounds, and, during six weeks of constant riding, gave it a thorough and very successful test over some of the worst roads in Massachusetts.

In construction the machine differs from almost any other in the country. It is fitted with Rudge's ball bearings to both wheels, and to the pedals as well, which reduces the friction to a minimum.

The wheels are fitted with the celebrated Clement Hollow rim, which, being in one piece, makes it a very light, and, at the same time an extraordinarily strong machine.

The spokes are tangential, crossing at right angles, and firmly braced at each intersection, making the wheel practically a solid one.

The forks are elliptical and bayonet shape, being very stiff and rigid.

The backbone is round, and fitted with a pair of very strong semi-tubular rear forks of a graceful pattern.

The handle bar, one of the most important parts of a bicycle, is of the curved pattern, slightly dropped at the ends. Being hollow it makes the handle bar lighter and very much stronger, so that Messrs. Stoddard, Lovering & Co. have never been called upon to replace a single bar through breakage.

Mr. Corey was the only rider of the Rudge for some time, for he wished to give it a thorough trial before it was offered in the market. He found that the Rudge differed greatly from any other wheel he had before ridden, the chief difference being the remarkably narrow tread combined with the great strength of the hollow rim and tangen-

tial spokes, enabling him to ride hills which he had repeatedly tried to do on other machines, but failed.

After giving the machine a thorough trial, and feeling sure that the demand for lighter machines than those in general use would be needed, large orders were at once placed with Messrs. Rudge & Co., for prompt delivery. These were soon received and inspected by our leading road riders and racing men. The result was that men like Hendee, Midgely, Claffin, Burnham, Hitchcock, and indeed all the crack road and racing men of the day, were seen mounted on these celebrated machines.

In England the record of the Rudge on the road and path was unparalleled, and it was rare when any important meet occurred, that a Rudge did not come to the front, to the glory of its rider, and, from present appearances, it certainly looks as though it would surpass its previous records, and even outdo itself in this country.

Among the many and noted achievements on the Rudge Light Roadster are:—The Riding of Corey Hill three times by Mr. H. D. Corey on a thirty-two pound machine, a feat which has never been done before or since by any other crank machine; then the winning of the League championship twice in succession by Mr. G. M. Hendee on a thirty-four pound machine; then the winning of the one hundred mile Boston Bicycle Club road race by Thomas Midgely on a thirty-five pound machine, defeating all competitors who were mounted on much heavier machines; then the beating by Mr. Corey the best twenty-four ride in this country by twelve miles, mounted on a thirty-one pound machine.

These performances prove most decidedly that the machine is both strong and fast, and although it has only been introduced in this country a trifle over a year, it has fairly won its very high reputation on its own merits and not by extensive advertising.

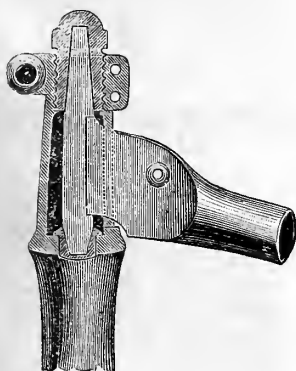
The net weight of a fifty-four Roadster is about thirty-six pounds, which is plenty strong enough to carry a person weighing one hundred and eighty-five pounds.

It is a curious fact that since its introduction in this country its agents here have found that the demand has been mostly for the large sizes of the machines ranging from fifty-threes to sixty-twos, showing that they were to be ridden by the older and more experienced riders, as well as by the younger men.

The same high grade of workmanship which characterizes it in England is rigidly maintained in all machines sent to this country, they being carefully examined before shipment, and the Rudge Light Roadster of the United States is precisely the same machine in every detail as the celebrated Rudge of England.

The demand for these machines has been so great that a large stock is constantly kept on hand by Messrs. Stoddard, Lovering & Co., and not often does a rider have to wait for his order to be filled.

It has been the aim and intention of Messrs. Stoddard, Lovering & Co., to place a light, rigid machine on the American market, that will stand, and make a name for itself. So far it has exceeded their most sanguine expectations, and although several machines built of poorer material (resembling the Rudge in some points) have appeared on the market, the "Rudge" still maintains its enviable reputation, and its agents are to be congratulated on its increasing success and popularity. — *Wheelman's Gazette*.



A New Neck and Head.

THE cut herewith shows a section of the head and neck of the 48 and 50-inch bicycles now being furnished by Gormully & Jeffery, of Chicago, Ill.

Riders-well know that the joint where the fork is pivoted to the backbone is of great importance in securing the stanchness of the whole machine; and to secure this without adding any additional length to the head, has been a matter of careful study.

This head is a departure from the existing patterns, in being formed to admit the neck from the top, which is then placed downwards into its fitting, whereas, in the ordinary head, the upper end of the neck is first inserted, and elevated, as far as possible, to allow the lower fitting to get in, and then secured by the centre screw. The neck must be of very limited length to be admitted in this way, as the size of the opening in which it turns determines this distance. When admitted from the top no such limit exists, and the neck may be of any length desired. To accomplish this the back part of the threaded fitting which holds the centre screw is removed, forming an opening in which the neck passes to its socket. A threaded screw is then inserted, and when adjusted the sides of the opening are clamped together and to the centre screw by lugs that appear at the back part of the head. This method of clamping is particularly advantageous, as it holds the screw throughout its entire length, so that it can neither turn nor move laterally, and this clamping is done precisely where the strain produced by riding is greatest.

The long taper fitting at both ends of the pivot, which the head allows, offers

abundant bearing surface to withstand the wear, and the great distance between the extremities makes the backbone very steady.

The usual jamb nut is thus dispensed with, and the screw shortened by the amount usually required for its thickness. The head is very neat, strong, and effective.

5th September.

*To Massachusetts 'Cyclists:* — Believing that a meeting of Massachusetts wheelmen would be enjoyable and profitable, we have arranged for a grand reunion of all the 'cyclists in the State, irrespective of league or club membership, age or sex, to take place in Boston, 5 September.

We have in Massachusetts a larger number of wheelmen than can be found in any other district of corresponding size in our country, and with a generous turnout of our 'cyclists, we should get together a larger number than has yet been brought out in any parade of wheelmen in this country.

Let the wheelmen of Massachusetts set apart this day for the enjoyment and benefit of their favorite sport, and meet and become acquainted with their 'cycling friends throughout the State.

A committee is arranging the day's programme, which will be announced in the 'cycling and daily press as soon as completed. MAHLON D. CURRIER,

*Chief Consul Mass. Div. L. A. W.*

Free Ocean Passage.

WE gladly make room for the following letter:—

5 SOUTH GRAY STREET, BALTIMORE, AUG. 15, 1884.

*Dear Sir,* — At the suggestion of Mr. F. C. Kirkwood, who is a passenger on our steamer "Caspian," for Halifax, 19th inst., we beg to advise you that we do not make any freight charge for a bicycle carried by the owner, from here to Halifax, N. S. Neither do we charge freight for a bicycle, owned by the passengers on our North German Lloyd's steamers from Baltimore to Bremen.

Yours, respectfully,

A. SCHUMACHER & CO.

MR. KARL KRON,

56 UNIVERSITY BUILDING, WASHINGTON SQ., N. Y.

Tricycles and Paragraphers.

IT is one of the inconveniences of having lost one's character, that a man at once becomes of sufficient importance to appear among the items of newspapers. So far as I am concerned, these items are more often incorrect than correct; for instance, the majority of occasions where I see myself enumerated as "among those present" are occasions when I did not happen to be one of the guests. It is useless to correct such things, even if it were important. Nobody sees the cor-

rection, if made, and it takes too much time to make it. So in the case of a public speaker, it is impossible for him to keep disowning all the nonsense that is put into his mouth; as, for instance, in my own case, that I had "burned my bridges behind me" (I having said ships); or that "no man with a good conscience could support Blaine" (I having merely said that I could not do it with a good conscience).

But I must really disavow, for the sake of a safe and healthful exercise, the charge of having been "seriously injured by being thrown from a tricycle." There is a well-known story of a pupil of Cuvier's, who defined a crab as a red fish that walked backwards. The courteous preceptor explained that there were certain defects in the deposition: that the crab was not a fish, was not red, and did not walk backwards. "In other respects, monsieur," he said, "your description is perfectly correct." So the defects in the above statement are, that I was not severely injured, and that the moderate bruise which kept me in the house for a few days was not caused by being thrown from a tricycle. In other respects, as Cuvier would say, the above statement is correct.

It may be well, however, to take this opportunity to advise those who ride the Coventry Rotary tricycle,—the best of all these machines, so far as I have tried,—that it is well to dispense with a certain "rest" for the right foot, which is placed inconveniently near the foot itself, so that a heedless motion of the leg at starting may easily bring one in unpleasant contact with a sharp iron edge. I have now had this rest taken off my machine, and can ride with a pleasant sense of security. The object of the rest is to support the foot in going down hill, but there is a side bar upon which the leg can be just as well placed.

T. W. HIGGINSON,

Chicago.

AFTER holding faithfully to the gray uniform for five years, the Chicago Bicycle Club has finally made a change to plain black, the coat to be of usual cut to ordinary wear, and the only difference in the general make up from an every day suit of clothes will be the knee pants. This is one of the outcomes of the Niagara to Boston tour, and the result of a thorough looking over of other people. A Chicago man does not want a bicycle suit to stand dust, as there is no dust in the city streets, and the boulevards are always sprinkled. In the country the roads are hard and smooth, and when touring, a road that will get the rider all mud and dirt is not the fit one to wheel on; there are many roads over which one can ride cleanly and pleasantly. Illinois and neighboring states are rapidly developing into first-class touring ground. Members of the Chicago Club, in sympathy with the big tour, have been wheeling all over the State and report most excel-

lent roads everywhere, and the surprise is generally expressed that this fine wheeling has remained so long undiscovered, or at least published. The fourth tour of the season will be run next week, from Chicago to Cortland, Ill., by train, fifty-five miles; thence to Genoa by wheel for the night. Wheel thence to Elgin, twenty-five miles, for dinner, and then down bank of the Fox River to Aurora, twenty miles for the night. Early morning train for Chicago next day. Two fine rink tracks are being built in the city, averaging seven laps to the mile. It is now evident that we are to have a racing path at last, and with the racing path will develop the fast men. This is what has been lacking for a long time, as other cities who have competed with Chicago alleged racers can vouch for.

A 60-inch Chicago man was in a queer situation the other day. A small boy threw a stick in his wheel on the north side, and he turned to pursue, following the boy around the block, and up two flights of stairs into a tenement. Here the gamin sank on the floor and howled, when doors in the hall opened, and out poured friends to the rescue. Sixty was warned to go hence, but on approaching to fulfil his design of spanking the youth was seized by the father with fell intent of throwing him down stairs. Sixty reversed the order of throwing, and grasping the enemy by the seat of the pants proceeded to run him down stairs in self-defence, when a strapping elder son of the family grabbed Sixty in similar position with intent to save the old man, and the whole three rushed down stairs four steps at a jump, in this position, which unseemly and hasty exit rendered it very difficult to decide who was the man put out. At the foot of the stairs the affair was settled on scientific principles, without gloves, our bicyclist's fistic skill being more than a match for the entire family, hence his exit in good order. The small boy thinks it great fun to tip up a bicyclist, but not being a reader of the *WORLD* he is not advised of late improvements. This dark ignorance led him to tackle a machine fitted with that marvel of safety, the detachable handle bar, and he had no sooner lifted the back-bone than the rider was on his feet and had him by the hair, with the handle-bar raised to break his neck; but the expression of surprised horror on the youth's countenance was so ludicrous as to cause a relaxation of grip and instant escape.

Chicago wheelmen returning from the tour are full of the praises of Boston and her wheelmen. Such entertainment and friendly courtesy was unparalleled; such elegant club houses and fine wheeling; and such a fine town. The Massachusetts Club are lauded for the splendid entertainment the first day, in escorting the party from Clinton to Boston and royally entertaining same at dinner. Then the Ramblers, for the jolly time at Nantasket beach and clam-bake next day, and the Bostons for their cordial and elegant spread and reception in the evening. On

the whole, if Chicago was like Boston she would be a wheeling paradise. A.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### "Why?"

*Editor Bicycling World:*—"What and Why" is an excellent book. I just saw the "second edition;" but why mar it with slurs at "safety machines?"

E. g. (A. 26) "They are mostly called by the inventor or makers, *bicycles*," as though the word was a trade mark, not to be used by those who improve on the original model. A bicycle is correctly defined as (A. 7) "a velocipede having *two wheels*," followed by a puerile proviso limiting the color to red.

Again (A. 27) "the use of them *all* is a little *less than one* per cent of that of bicycles and tricycles." The *Star alone* furnished *eight* per cent of all machines in line at the last L. A. W. meet.

Again (A. 27): "they are neither of them equal to the bicycle for *speed*." Then why exclude the *Star* from the Pope cup races? Has our hare misnamed its tortoise?

For Pony Star riders, using Duryea saddles, I have a "tip." Tip the saddle till its back nearly touches Star spring, by removing one solid "clip" and placing the others close together, and far back. Now saddle can be set forward, with rider plumb over his work, and still bear on *centre* spring.

I hope our makers will follow the railroad companies, in experimenting with glass bearings to reduce friction.

JAMES A. CHASE.

HAZLETON, PA., 11 August, 1884.

### Singles or Sociable.

*Editor Bicycling World:*—In reply to "B" I desire to say that he will do much better to get another single. A sociable is a good thing to have if one can have it in addition to a single, but if it is the only machine, the owner will find it difficult at times to get a companion. There are times when one wants to go off alone or upon a run with the club, and then the single is very handy. A sociable is a good thing to have to teach a lady friend on, but if your correspondent's wife is already an expert, he does not require it for this purpose. By all means let him get two singles.

VETERAN.

### Amateur v. Professional.

*Editor Bicycling World:*—Your correspondent "Mordecai" fails, it seems to me, in carrying conviction that the amateur rule must go. To begin with, he makes the old mistake of attempting to compare yachting and horse racing with athletic sports. Yachting stands on a

wholly different basis from bicycling, walking, running, or any other athletic sport. In the first place, there are no yachtsmen who run their yachts solely to make money, — that is, the money which they may win is not the first consideration with them, so that the line between professional and amateur yachtsmen is never drawn. In fact, there is no such anomaly as a professional yachtsman, in the sense of one who makes a living by his yacht. In fact, the primary cost of a yacht is so great, and the constant running expenses so enormous that it is but fair for the owner to receive money prizes. They are but a drop in a very big bucket.

"Mordecai's" next argument is that because there are a few amateurs who violate the rules of their class the distinctive differences between that class and that of professionals must be done away with. This is mere folly, as is the next rash statement "that a race in England without a kept amateur would be a very tame affair." Would a race with Messrs. Viles, Wilson, Keith Falconer, Speechly, the Whattons, the Adamsons, Auster, Thorn, Tacagni, Perry, A. Thomson, W. Brown as competitors be a very tame affair? I do not think it would.

There are not more than ten kept amateurs in England, and not five here. And because of the slips of these few men, and some others, "Mordecai," forsooth, would destroy the standing of some 10,000 good and true amateurs. This is really as bad as saying that because there are some impure women the rules of morality which control the rest had better be destroyed and done away with.

Then, I must confess, I do not see the difference between "Mordecai's" remedy and the present state of affairs. He proposes to let riders choose whether they will run for money or trophy, and then classify them. That is what we do now. Nobody is forced to become a professional if he does not want to; nobody need remain in the amateur ranks a minute longer than he desires to.

"Mordecai" wants invitation races. We have them, and to make them as he wants them, race committees need only be a little more careful as to whom they ask.

Here Mordecai wanders from his subject, and boldly states that "the average amateur is not far above the average professional in *social status* nor in *virtue*." This is nothing but gross ignorance or what is worse, folly, and shows that "Mordecai" has either had but few opportunities of seeing professionals, or is curiously perverted in his judgment. The question is impossible to discuss, but in my opinion — and in my day I have seen a good deal of sport, both amateur and professional, the average amateur is infinitely above the average professional in social status, in virtue, in honor, in repute, and I find my opinion is the general one, and the one held by men who are wiser, older, and who have had larger

# THE RUDGE RACER

At LOUISVILLE, KY., Aug. 14-15, and at PITTSFIELD, MASS., Aug. 14, the following races were won on the RUDGE RACER:—

## AT LOUISVILLE.

DOLPH won 1 mile, 2.50 $\frac{1}{2}$  (best on record).

" " 10 " Inter-State.

" "  $\frac{1}{2}$  "

BETTISON won  $\frac{3}{4}$  mile dash.

WOODSIDE " 10 " Professional.

## AT PITTSFIELD.

HAMILTON won 2 mile.

WOLLISON " 5 " Special

" 2 " County Championship.

SPRINGFIELD CLUB won Relay Race.

The CHAMPIONSHIPS OF ENGLAND, FRANCE, GERMANY, AMERICA, and SPAIN have all been won on the RUDGE RACER.

These facts prove most conclusively that the RUDGE is both strong and fast, and its success on the road and path remains unequalled.



## AMERICAN RUDGE,

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FIRST-CLASS ROADSTER  
at a Reasonable Price.

Rudge's Unequalled Ball Bearings to both wheels.

Hollow Forks and Backbone.

Direct Spokes (eighty to front wheel).

Curved Handle-Bars.

Parallel Pedals, nickelled.

Weight, 44 pounds.

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One Mile Record of the World,

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Net Weight 53-in. Rudge Racer,

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The first Bicycle ever ridden  
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Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

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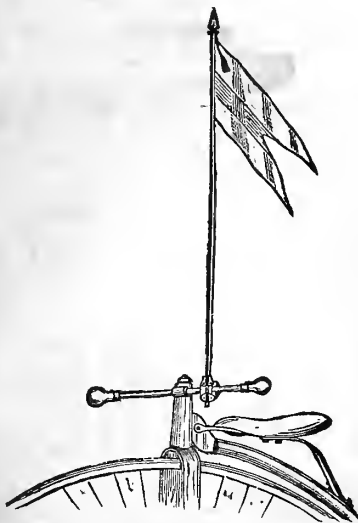
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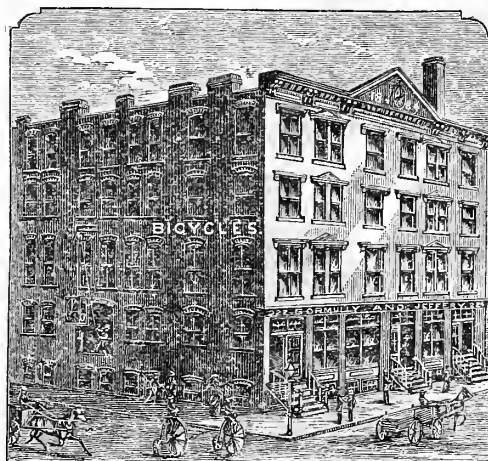
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Can be attached to any bicycle without drilling or otherwise weakening backbone. It is furnished with a rubber cap, giving it a firm and elastic footing, and preventing slipping.



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Price, \$2.00, has a continuous chiming sound and of superior finish.

The bicycles are neatly gold striped and nickelled. This is absolutely the best bicycle for the price in the market. Special facilities for exporting. Manufacturers of a complete line of sundries, bells, flag-staffs, rubber adjustable steps, long distance saddles, tool bags, etc.

opportunities of seeing than either "Mordecai" or myself.

The amateur rule has stood for forty years, and on the whole has proved satisfactory. There have been, and are violators to its definitions, but no rule governing so large a body of men can be without exceptions.

Evils no doubt have crept in and again exist, but I do not think the honor of being a true and pure amateur will ever be less.

Kept amateurism is a great evil, and there is, it seems to me, several ways in which it might be combated.

One, which rests in the hands of the sporting community themselves, and especially with the papers which influence that community, and from which that community take their stand, I mean the disparagement of the paid amateur, and the praise of the true. Let the public be elevated and taught to think less of the paid amateur and more of the true. Let the paid amateurs be well known, don't let them hide their lights under a bushel, and let them feel their position is not highly honorable but derogatory to themselves. Another means would be if race committees would practise a little self-denial, and not invite paid amateurs to their races.

Another, by making prizes smaller in value and greater in beauty; for I have noticed that the paid amateur does not like to run for any thing but big prizes of a distinct money value.

To close, the amateur rule should *not* be as "Mordecai" urges—"democratic." It is not a "farce" nor ever will be. And to be a true amateur and thorough-going sportsman should be looked upon as the highest distinction a man can gain in an athletic point of view.

OLIVER CHANTRY.

#### Amateur v. Professional.

*Editor Bicycling World:*—I desire to express my hearty concurrence with the general drift of Mordecai's article on Professional v. Amateur in your issue of the 15th inst.

If we are to make a distinction between the two on the ground that the amateur uses the wheel for pleasure, and the professional makes money out of it, then let us be logical and consistent, and adopt the rule passed by the Germantown Club, and exclude from the amateur ranks *all* who make money out of 'cycling.

This would cripple many of our amateur 'cycling organizations by shutting out some of our best men; but let us do justice though the heavens fall.

But, —and here is the point, — *should* we make a distinction. *Should* we divide 'cyclers in the United States into classes. The idea is essentially an aristocratic one, and doubtless has its reasons in England, the land of class life; but here in America where the mechanic of to-day may be the gentleman of leisure to-morrow, and a gentleman without much leisure to-day, and where a sudden turn of the wheel may bring the gentle-

man of leisure into the ranks of labor at any moment it seems absurd to attempt to establish artificial distinctions based upon such variable conditions.

I may be unconsciously biased in this matter by the fact that having worked at the bench in a machine shop, I am thereby disqualified for a place among amateurs according to the strict British standard.

I am not aware, however, that I am any more or less, a gentleman now that I get my living by practising a profession than I was when getting it by working as a mechanic.

It *would* make a difference in England, and I have no fault to find with that fact, but I maintain that it is absurd and impracticable to attempt to enforce here, under totally different social conditions, the essentially aristocratic rules adopted and doubtless found useful in aristocratic England.

I am aware that there is a limited class of young men in some of our large cities, who having inherited the money, but not the brains of the respected butcher, baker, or candlestick maker, who was the father or grandfather of the gilded youth aforesaid, assume certain aristocratic airs and graces, and affect to look down upon "people in trade." But their aristocracy is only plated, not the genuine sterling article, and while, at times, rather offensive, is on the whole rather amusing, but is not of sufficient importance in any way to be regarded seriously.

My own idea would be to admit to the L. A. W., and to our clubs any man who rides a bicycle or tricycle and behaves himself properly.

It might indeed prevent our recognition by our British cousins, and *their* amateurs might refuse to compete in our races; but it is quite probable we could survive this, and possibly there might be fewer League cups or medals in pawn.

Let us have a new Declaration of Independence. Let us make our own rules suitable to our own social conditions, and if our cousins across the water don't see fit to approve, let us get along without their approval.

Let me correct friend Mordecai on one point in reference to myself. I did *not* enter into a competition for a *money* prize. The Pope Manufacturing Company offered prizes, but not in money, and I got no money, but a tricycle which I have enjoyed heartily. So that I was within the letter of the law as adopted by the League. To be sure I got money's worth, and I fail to see the distinction, in fact, save that, as I believe in obeying the law while in force, I should have felt in honor bound to resign my league membership, or refuse to enter the competition had the Pope Company offered their prizes in cash instead of in articles of value.

The present rule of the L. A. W. is absurd, illogical and unjust (for America and Americans), and if I ever get to a League meet I will devote myself to its repeal.

GEO. E. BLACKHAM.

#### CURRENTS CALAMO

No more sanction of races.

LIMITED races are now allowed, and makers may get up races for their own machines if they like.

NEXT year's down-east trip will be through the Moosehead Lake region.

BILL PICKENS, a notorious negro thief, while being escorted to jail, in Columbia, S. C., made a dash for liberty and succeeded in making his escape from the constable who had him in charge. His flight having been witnessed by several members of the Columbia Bicycle Club, who were out practising, they started in pursuit of the fugitive. The novel race ended in the thief being overtaken, but before his would-be captors could dismount from their steeds, he leaped quickly over the fence and made good his escape.

MR. WM. SPURGEON, a well-known wheelman of Baltimore, entertained the local wheelmen at a melon feast, 14 August.

WE were conversing on the subject of bicycles, when our "devil," who overheard the conversation, casually remarked that "farmers sometimes buy 'cycles." We retired to the sickleusion of our sanctum. — *Lynn Union*.

THE case of Fred. R. White v. J. D. Valiquet came up in Lynn, Mass., Thursday morning, before Judge Harmon, with Niles and Carr for the plaintiff. It appears that on the evening of 17 July, Mr. White was riding towards West Lynn, on North Common street, on the right hand side of the street, when Mr. Valiquet, in a vehicle, came along on the same side, going in the opposite direction. A collision ensued in which the bicycle was badly damaged. Judgment was not awarded Thursday, but White will very probably get damages.

CHARLES W. HOWARD and John W. Vivian, of Charlestown, made a run of one hundred and sixteen miles in 16h., 9 August. Riding time, 10h. 50m.

MR. L. H. RICHARDSON, of the John Wilkinson Company, Chicago, has applied for a patent on a ball-bearing roller-skate. It is an excellent idea, and will prove both useful and remunerative.

FRANK ASHTON, a young man who left Rockland on his bicycle, to ride to San Francisco, for a prize offered by a manufacturing company, was taken seriously ill last week, at Carbon, W. T. After making 2,000 miles, he was forced to abandon the trip.

THE members of the L. E. C. W. had a pleasure excursion from Haverhill to Newburyport, Thursday, 7 August. On account of the rain, the excursion was not a success in point of numbers, but those who went had a good time. The excursionists took the steamer "City of Haverhill" down the river, and after reaching their destination, had dinner at the Merrimac House. After dinner they

separated and visited various points of interest. A number of them went to the skating rink at Black Rocks, and others amused them in various ways. Not much riding was done by any of the party; the only one riding home on a bicycle was Mr. Frank P. Ingalls, of Salem.

WM. READ & SONS have brought over a single tricycle and a convertible sociable made by the St. George's Foundry Company, and called the Europa. The sociable has gone to Dr. Harwood, of Worcester, and the single still remains with the firm. The machines are well built and have the two-speed gear made by the St. George's people.

WHEN a man rides the Matchless it is n't much use to carry a lantern.

WHEN the leaves begin to fall the records will.

THE Cincinnati Club had their wheel room entered 29 July, by a sneak thief, who carried off a 52-inch Expert, No. 2,901, full nickelled, ball pedals, extra long dropped handle bars, with rubber handles, belonging to Harry Hall. A reward of \$25 has been offered for the recovery of the same.

QUINCY is said to have the highest taxes and the poorest roads of any town in the vicinity of Boston.

THE French long-distance tricycling record has been beaten. M. Baby, of Pau, on the 16th ult, succeeded in beating M. Rousset's record of 288 kilometres, by accomplishing 305 kilometres, or about 189½ miles, in the 24 hours. He rode a new double driver.

A MEDICAL member of the C. T. C. advises oat meal brose to quench the thirst that frequently sets in after a long run. The mixture is three tablespoonfuls of oat meal stirred into half a pint of boiling water, to be drunk as soon as it is cool enough to swallow.

WE believe the North German Lloyds is the first transatlantic line to officially announce their rule of treating a bicycle as passenger's baggage.

MR. W. I. HARRIS went over the course of the tricycle road race, which took place 11 August. He measured the route by a Butcher cyclometer, attached to the wheel of Mr. A. D. Rice, of the Boston Ramblers. The exact distance was 18 9-32 of a mile.

MR. W. I. HARRIS, of Boston, nearly lost his life by drowning, on Sunday last. He was bathing at Natick, when he was taken with cramps. He had sunk twice when Mr. E. P. Burnham and a friend reached him and rescued him from a watery grave.

THE arrangements for the wheel around the Hub, of the C. T. C., are nearly completed, and in our next issue we shall doubtless be able to give full particulars. It has been found necessary to change the date from that first proposed, as the Massapoag House will close for the season sooner than expected. The committee which has the matter in

hand, will probably decide upon Monday and Tuesday, the 22d and 23d of September, as the dates for the tour; thus giving those who come from a distance an opportunity to hasten their arrangements a little, and include the Springfield meet in their programme.

The distance from Bailey's to the Boston's club house seems to be in doubt, and much as we would like to call it eighteen miles, we are not yet ready to accept that as the distance.

**CHEAP TRICYCLES.**—A. G. Spalding & Bros., of Chicago, have in stock a 50-inch standard finish, latest pattern, Sparkbrook National tricycle, which is perfectly new, but slightly shop-worn. Price, \$184. We will sell for \$150. We also have a machine of the same make, which has been run about two hundred miles, and is in splendid condition, which we will sell for \$135. The above are fully warranted to be in perfect condition, and are rare bargains. We have also in stock a 50-inch, full polished Harvard bicycle, which is shop-worn, which we will sell for \$100. The machine is perfectly new as it has never yet been taken from the crate. Also a 52-inch No. 0 Premier at \$75; price new, \$90. Full information in regard to any of the above machines will be given upon application. A. G. SPALDING & BROS., 108 Madison st., Chicago, Ill.

## WHEEL CLUB DOINGS

**STAR CLUB,** Lynn, Mass. Officers elected 8 Aug.—President, F. S. Winship; vice-president, W. E. Smith; secretary, W. H. Pervear; treasurer, W. O. Faulkner; captain, F. J. Faulkner; first lieutenant, F. S. Winship; second lieutenant, H. Y. Emery; bugler, W. E. Smith; assistant bugler, Asa Barker; color-bearer, Everett Libby. All were unanimously elected. A banquet will be held at Bass Point House, 3 September.

**GOLDEN CITY CLUB,** San Francisco, Cal., organized 31 July.—The following officers were elected for the ensuing term: W. C. Hull, president and captain; Charles A. Biederman, secretary, treasurer and first lieutenant; W. K. Gambitz, bugler.

Work on the foundation of the Massachusetts Bicycle Club house is being actively pushed forward, and in all probability the house will be ready for occupancy by 1 January.

A bicycle club has recently been organized at Great Falls, N. H., named the Crescent Cycle Club. It is officered as follows: L. E. Hanson, president and captain; George F. Hill, secretary and treasurer.

The Maverick Wheel Club of East Boston has elected the following officers: Captain, F. H. Brewster; lieutenant, W. C. Moore; secretary and treasurer, H. P. Hawthorne. The club is in a prosperous condition, and will soon move into new quarters in Maverick square.

THE Cayuga Bicycle Club will hold a tournament at Weedsport, N. Y. 10 and 11 Sept. There will be numerous races and valuable prizes. Full particulars can be had by addressing Chas. Townsend, Secretary, Weedsport, N. Y.

**NEW CASTLE,** Penn. 6 Aug.—The races resulted as follows: Two miles, Frank McCay, Youngstown, 1; Brown, Greenville, Pa., 2; Grundy, Pittsburg, 3. Time, 6.57. One mile, McCay, 1; Brown, 2; Grundy, 3. Time, 3.20. One half mile, best two in three-

Gennfory, Stoneboro, Pa., 1; Thackray, Youngstown, 2; Grundy, Pittsburg, 3. Thackray won the first heat. Time, 1.56, 1.34, 1.35.

THE committee having charge of the second annual race meeting of the Boston Ramblers Bicycle Club, which are to be held on 5 September, has been somewhat changed and now consists of C. S. Howard, W. I. Harris and S. R. Chase.

WOODSIDE is credited with the mile record of 2m. 53s. at Louisville. The local papers throw a doubt on the record by stating that the timing was not carefully attended to.

RACES at Rochester, Minn. on the 3d of September.

**CHICAGO.**—The horse vs. bicycle race was begun at the base ball park on the lake front at 11 o'clock Monday morning. Miss Louise Armaindo and John S. Prince, bicyclists, and Charles M. Anderson, equestrian, have entered for a six days' race, twelve hours a day. Miss Armaindo and Prince are to change every half hour. Anderson rides fifteen horses, changing as often as he pleases. First day: Bicycles, 167 miles; horses, 161 miles.

THE Toronto Bicycle Club announces 6 Sept. as the date of its third annual race meeting. The programmes will include three events open to all amateurs, viz., one, three and five mile contests.

**PITTSFIELD,** 14 Aug.—The annual races of the Berkshire County Wheelmen took place 14 August. The following is a list and result of the races: Half-mile, Chas. Frazier (1), 1m. 27s.; L. A. Weston (2), F. W. Westervelt (3), Eliot Norton (4), N. P. Tyler (5), C. S. Fiske (6). One-mile tricycle, L. L. Atwood (1), 4h. 23 1-5m.; J. D. Dewey (2). Two-mile, Louis Hamilton (1), 6h. 27 3-4m.; Chas. Frazier (2), Eliot Norton (3), F. W. Westervelt (4), C. S. Fiske (5). Five-mile, H. S. Wollison (1), 18m. 32s.; Chas. Bassett (2). At about three or four rods from the line Wollison fell. He jumped up quickly, picked up his wheel and carried it over the line. One mile, hands off, H. S. Wollison (1), 4m. 42 3-5s.; N. P. Tyler (2). Club race, two miles, Springfield Club (1), B. C. W. (2). Two-mile county championship, L. A. Weston (1), 6m. 54s.; H. S. Wollison (2). Five-mile, Chas. Frazier (1), 17m. 13s.; L. Hamilton (2), F. W. Westervelt (3). One-mile, boys, E. L. Wheaton (1), 3m. 27s.; F. P. Whitney (2). One-mile, consolation, A. L. Dewey (1), 3m. 36 1-2s.

## RACING NEWS

**LOUISVILLE, KY., TOURNAMENT.**—First day: Three-quarter mile, novices' race, Bettison (1), 2m. 25½s.; Foreman (2). Ten-mile, inter-State race, Asa Dolph, (1); Chas. Jenkins (2); Stone (3). Stone dropped out on the second mile, and Jenkins followed on the fourth. Dolph finished at his ease. Half-mile, two in three, Dolph (1), 1m. 27½s., 1m. 26½s.; Prince Wells (2); Wells (3). Ten-mile, professional, W. M. Woodside, (1), 34m. 8s.; J. S. Prince (2). Higham dropped out on third mile. The first mile was made in 2m. 53½s., and the last lap in 39s. One quarter-mile, two in three, Chas. Jenkins (1); Prince Wells (2); Stone (3). Second day: One-mile, against time, Asa Dolph (1), 2m. 50½s. Five-mile, handicap, Forman (1); Stone (2); Bettison (3). Twenty-mile, professional, John S. Prince (1). Higham stopped on second mile. Woodside took a header on first mile but remounted. His saddle worked loose and he dropped out on the fifteenth mile. Prince stopped at sixteen miles at the request of the judges, and was given the race. One-mile, 3m. 20s., Wells (1), 3m. 4½s.; Irwin (2); Wells (3). Fancy riding by Jenkins, Stone, and Master Louis Franke. Ten-mile, Prince against the two horses, "Dutch Girl" and "Senator," relieving each other every two and a half miles. Prince gave up the race on the third mile, he then being two-thirds of a lap behind. He was over-matched. Track four laps to the mile, red clay, rolled

hard, fast. Dolph rides in fine form and is a grand sprinter. After the Springfield races he will join the professional ranks and challenge Prince for the championship. Night of 14th, grand Japanese lantern street parade. Attendance first day, 1,400. Second day, 2,500. Fine weather, but hot. D. G. B.

A CABLE despatch from London announces that Richard Howell, the noted bicyclist of Wolverhampton, and English champion for all distances except one mile, will arrive 5 September. He will be accompanied by a famous Yorkshire amateur and by Mr. Leeming, formerly a professional rider, but now the representative of a firm of bicycle manufacturers. Word has also been received that F. Chambers, the English amateur champion, will sail for this country on the steamer "Oregon," 16 August.

BRATTLEBORO', VT., 16 August. — Bicycle races were held this day. C. L. Sherman won the Childs gold medal in the three-mile club race and the first prize in the half-mile dash without hands, C. R. Crosby coming in second. E. H. Atherton won the first prize for wheels under fifty inches in the one-mile race, and was followed by Thompson, Crosby, and Stedman. Charlie Alexander of Leyden took the first prize for the two-mile amateur and half-mile scrub races, followed closely in the latter race by Reed, Brown, and Schuster.

BUFFALO holds its tournament on Wednesday.

THE Philadelphia clubs announce that the track which is to be used at their tournament is a half-mile, and it will be in the hands of a competent contractor for some time previous to the event, and under the direct supervision of Mr. Ewing L. Miller of the L. A. W. racing board. It will receive such daily care and attention as will guarantee its being one of the best in the country for speed, thus insuring most satisfactory and reliable records. One of the most interesting events will be the twenty-mile race for the "Columbia bicycle cup," which has been contested for only at Cleveland the present week. Suitable and valuable prizes will be given in all the races. The grand stand, which is covered, will accommodate 1,500 people. It faces the east, and there will therefore be no discomfort from the afternoon sun.

THE tournament of the Connecticut Club, to be held at Hartford, 9 September, promises to be very successful. The fact that Hendee, Frazier, Dolph, and other fliers have entered their names as competitors, ensures some exciting contests. Although the club was organized in 1879, this is its first tournament. The following attractive list of races and prizes is presented: One-mile (3-20 class) race, first prize, \$25 gold medal; second prize, \$15 silver medal. Two-mile tricycle race, first prize, Hartford ball-bearing sewing machine, a gift of the Weed Sewing Machine Company, \$70; second prize, imported porcelain vase lamp, \$25. One-mile, open to all, first prize, diamond stud, \$100; second prize, engraving of "Schreyer's Imperial Courier," \$40, framed in bronze and gilt. Five-mile State championship, prize, diamond and gold medal, \$80. One-mile club race, prize, gold medal, \$50. Half-mile boys' race, under sixteen years, silver medal, \$15. One-mile ride and run race, first prize, gold medal, valued at \$25; second prize, Stevens' bicycle rifle, valued at \$13. Five-mile race, first prize, Colt's double-barrel, breech-loading shotgun valued at \$100; second prize, "Schreyer's Cavalry Charge," \$50. One-mile tug-of-war, first prize, elegant silver cup, chased with gold, \$40; second prize, engraving by Bougereau, "Nymph and Satyr"; third prize, a group of Florentine statuary, entitled "Tug of War." Ten-mile race, first prize, a full-nickelled Expert bicycle, presented by the Pope Manufacturing Company, \$150; second prize, French marble clock, \$40; third prize, French marble clock, \$40; third prize, crystal travelling clock, \$1. One-mile consolation race, gentleman's intaglio seal ring.

THE games committee of the National Association of Amateur Athletes have issued a circular containing the

conditions of entries for the annual championships, to be held 27 September, on the grounds of the Williamsburg Athletic Club. The entrance fee for each event is \$2.00 a man, and is not returnable. The color of cap and trunks must be stated, but members of clubs having a special insignia need only state the club name. Entries close 20 September. To the winner of each race will be given a gold championship medal, to the second man a silver medal, and to the third man a bronze medal. The events will include the two and five mile national championships, which are held conjointly with the L. A. W.

As a first prize in the three-mile race at the Philadelphia tournament, a choice between a Harvard Special, full-nickelled, an Expert, full-nickelled, and a Royal Mail Light Roadster will be given.

THE following races will be run at the annual fair of the North Essex Agricultural Society, at Haverhill, Mass., Tuesday, 26 August: Five-mile race for the championship of Essex County, and an elegant medal, valued at \$75. Two, one, and half-mile races, for three prizes each; two-mile race for Star bicycles; one-mile tricycle race; half-mile race without hands. A parade of wheelmen will take place at 11 A. M.

#### Professional Championships.

TWENTY-FIVE MILES. — The race for this championship was run at Aylestone Road Grounds, 2 August. The trophy for competition is a magnificent silver belt, valued at £30, and a similar amount in coin is added. The result was: T. Battensby (1), 1h. 17m. 20.4-5s.; H. O. Duncan (2), F. Cleminson (3), F. De Civry (4), E. Weston (5), R. James (6), F. Hawker (7), F. Bone (8). The time beats the record, which was held before by Wood, at 1h. 17m. 25s. This time was made in the 50-mile race, 5 July last, and the times made were given only for the five-mile distances. If the intermediate times were not taken, new records were made in this race, as follows: T. Battensby, 21 miles, 1h. 4m. 45.4-5s.; 22 miles, 1h. 7m. 58.2-5s.; 23 miles, 1h. 11m. 12s.; 24 miles, 1h. 14m. 31.2-5s.; 25 miles, 1h. 17m. 20.4-5s.

TWENTY MILES. — The third race for this championship was run at Belgrove Road Grounds, 2 August. Howell and Wood had each won a victory in this championship, but by the terms, three victories must be scored for the prize, a gold chronograph watch, valued at £25. The result was: R. Howell (1) 1h. 3m. 13.3-5s.; F. Wood (2), F. J. Lees (3), J. Keen (4). The last lap was ridden in 34.2-5s.

TEN MILES. — The fifth contest in this championship was run at Aylestone Road Grounds, 4 August. In the previous races Howell and Wood had secured equal victories. The result was: R. Howell (1), 20m. 15.1-5s.; F. Wood (2), T. Battensby (3), H. O. Duncan (4), F. J. Lees (5), F. DeCivry (6).

HILLMAN, HERBERT & COOPER announce a race for the Kangaroo on Saturday, 23 August. The contest will be on the road, and for 100 miles. The prize is a valuable gold chronograph, and a gold medal. The watch must be won twice, under the N. C. U. rules, which do not allow amateurs to compete for a prize so valuable without this condition. Gold medals will be given to all who beat the records. Silver medals to all who complete the distance in 9h., and bronze medals to all who finish in 9h.

RECORD BREAKING. — On 6 Aug., Mr. H. J. Webb attempted to beat the 100-mile tricycle record on the Crystal Palace track. He succeeded in making new records for the following distances: 12 miles, 42m. 24s.; 13 miles, 45m. 54s.; 17 miles, 1h. 33s.; 26 miles, 1h. 34m. 1s.; 27 miles, 1h. 37m. 56s.; 28 miles, 1h. 42m. 39s.; 29 miles, 1h. 46m. 29s.; 30 miles, 1h. 50m. 43s.; 31 miles, 1h. 54m. 48s.; 32 miles, 1h. 58m. 54s.; 33 miles, 2h. 3m. 12s.; 34 miles, 2h. 7m. 40s.; 35 miles, 2m. 13m. 7s.; 36 miles, 2h. 16m. 47s.; 37 miles, 2h. 20m. 28s.; 38 miles, 2h. 24m. 8s.; 39 miles, 2h. 27m. 58s.; 40 miles, 2h. 31m. 57s.; 41 miles, 2h. 36m. 22s.; 42 miles,

2h. 40m. 21s.; 43 miles, 2h. 44m. 43s.; 44 miles, 2h. 47m. 56s.; 45 miles, 2h. 52m. 35s.; 46 miles, 2h. 56m. 21s.; 47 miles, 3h. 33s.; 48 miles, 3h. 3m. 55s.; 49 miles, 3h. 7m. 43s.; 50 miles, 3h. 11m. 15s.; 51 miles, 3h. 17m.; 52 miles, 3h. 20m. 56s.; 53m. 3h. 26m. 9s.; 54 miles, 3h. 31m. 7s.; 55 miles, 3h. 35m. 25s.; 56 miles, 3h. 39m. 45s.; 57 miles, 3h. 43m. 52s.; 58 miles, 3h. 48m. 23s.; 59 miles, 3h. 52m. 26s.; 60 miles, 3h. 56m. 38s.; 61 miles, 4h. 1m. 39s.; 62 miles, 4h. 7m. 24s.; 63 miles, 4h. 11m. 37s.; 64 miles, 4h. 15m. 52s.; 65 miles, 4h. 20m. 14s.; 66 miles, 4h. 24m. 39s.; 67 miles, 4h. 30m. 33s.; 68 miles, 4h. 34m. 39s.; 69 miles, 4h. 39m. 13s.; 70 miles, 4h. 43m. 16s.; 71 miles, 4h. 47m. 4s.; 72 miles, 4h. 50m. 55s.; 73 miles, 4h. 54m. 50s.; 74 miles, 5h. 27s.; 75 miles, 5h. 6m. 17s.; 76 miles, 5h. 10m. 12s.; 77 miles, 5h. 14m. 12s.; 78 miles, 5h. 18m. 16s.; 79 miles, 5h. 22m. 18s.; 80 miles, 5h. 26m. 21s.; 81 miles, 5h. 30m. 37s.; 82 miles, 5h. 34m. 12s.; 83 miles, 5h. 39m. 83s.; 84 miles, 5h. 43m. 26s.; 85 miles, 5h. 47m. 14s.; 86 miles, 5h. 50m. 55s.; 87 miles, 5h. 54m. 42s.; 88 miles, 5h. 58m. 18s.; 89 miles, 6h. 1m. 56s.; 90 miles, 6h. 6m. 7s.; 91 miles, 6h. 10m. 12s.; 92 miles, 6h. 14m. 30s.; 93 miles, 6h. 18m. 9s.; 94 miles, 6h. 21m. 43s.; 95 miles, 6m. 25m. 17s.; 96 miles, 6h. 28h. 47s.; 97 miles, 6m. 32m. 36s.; 98 miles, 6h. 36m. 19s.; 99 miles, 6h. 40m. 8s.; 100 miles, 6h. 43m. 32s. Webb rode a 40-inch Humber, geared to 60 inch.

#### Rules for the Government of Race Meetings as Prepared by the Racing Board, 1 August, 1884.

##### MEMBERS OF THE BOARD.

GEO. D. GIDEON, chairman, 17 North 7th street, Philadelphia, Pa.

ABBOT BASSSETT, 8 Pemberton square, Boston, Mass. In charge of the district embracing the New England States.

DR. N. P. TYLER, New Haven, Conn. In charge of the district embracing the States of New Jersey, Pennsylvania, and Delaware.

F. A. EGAN, 2 East 60th street, New York. In charge of the district embracing New York and the States and territories west of the Mississippi River.

EWING L. MILLER, 134 South Front street, Philadelphia, Pa. In charge of the district embracing the Southern States east of the Mississippi River.

FRED. T. SHOLES, Box 93, Cleveland, Ohio. In charge of the district embracing the States of Ohio, Indiana, Illinois, Wisconsin, and Michigan.

##### RACING RULES, LEAGUE OF AMERICAN WHEELMEN.

The racing board of the League of American Wheelmen present the accompanying rules for the government of race meetings:—

A. Any amateur wilfully competing at races not stated to be held under the rules of the League, or rules approved by the League, shall be liable to expulsion from the race track for such a time as the racing board may determine; and amateurs are notified that to compete against any rider who has been expelled will render them liable to the same penalty. The rules of the National Association of Amateur Athletes of America are approved by the League.

B. The racing board will receive and pass upon all claims for records, and claimants must furnish a statement from the judges and timekeepers of the meeting, together with a sworn statement from a competent surveyor certifying the measurement of the track. When the record is proven to the satisfaction of the board it will be published in the official organ, and stand as such on the books of the board.

No record made at a meeting not governed by League rules will be considered.

No record made on the Lord's Day will be considered.

The standard of measurement adopted by the League requires that a track shall be measured on a line drawn not more than eighteen inches from a well-defined and continuous inner curb or pole, and no record will be allowed on a track otherwise measured.

C. The board reserves the right to exclude from the racing path any and all machines which, in their judgment, do not come within the commonly accepted meaning of the terms "bicycle" and "tricycle," either by the peculiarity of construction or by undoubted mechanical advantages which they may possess.

D. The following National championships have been established by the board: One-mile, two-mile, three-mile, five-mile, ten-mile, and twenty-five-mile bicycle, and one-mile tricycle. The one-mile bicycle and tricycle events will be contested each year under League auspices, at such time and place as the board may direct.



Suitable trophies will be offered, which will become the property of the winner. The two and five-mile bicycle championships are held jointly with the National Association of Amateur Athletes of America at the annual games of that association. Suitable trophies are furnished by the N. A. A. A. The other championships shall be assigned yearly by the board to such clubs or athletic associations as they may select, under such conditions as they may impose.

The National championships are open to League members only, residents in the United States, and no prize exceeding \$50 in value will be allowed.

Privilege to hold State championships may be granted to clubs or authorized associations, when the importance of the meeting is sufficient to warrant the racing board's special sanction, although it is recommended that not more than one race be offered as a State championship during the year, and that meeting must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

At championship races, whether State or national, there shall be no limitation in the choice of machines, except in the case of such machines as may be officially barred by the board.

The board will appoint, at its discretion, a League handicapper, who shall, for a stated remuneration, frame the handicaps of the League, and of such of its associate clubs as shall desire his service.

All handicaps and positions in class races will be judged from the date of entry, and this judgment shall not be changed by any record made between that date and the time of the event for which the entry was made.

Copies of these rules may be had of any member of the racing board by enclosing a stamp for return postage.

#### RULES.

1. Entries and awards in amateur events will be confined strictly to amateurs, and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the judges that they are not professionals, either by their own statements in writing, or otherwise.

2. (a) An amateur is a person that has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional when gate money was charged, (g) that has never engaged in any athletic sport for money, (h) that has never exhibited his skill in any branch of athletics for money, (i) and that is not a paid teacher of any branch of athletics. This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle, nor to the acts of minors under sixteen years of age that are not members of this association. Pace-making for a professional or accepting such service from a professional will violate this rule.

3. The officers of a race meeting shall be: a referee, two judges, two or more timekeepers, one scorer, one starter, one clerk of the course.

4. The referee shall have general supervision of the race meeting. He shall preside at all meetings of the judges, and shall see that protests and complaints are properly laid before them. In case of a disagreement between the judges, he shall hear a statement from each, and decide between them. His decision on all questions that are referred to him shall be final and without appeal.

5. The judges shall see that the rules are obeyed and shall decide all points in dispute. At the finish, they shall stand at either end of the mark and shall decide the positions of the men as they come in.

6. Each of the timekeepers shall time every event, starting the timer from the report of the pistol. In case of disagreement, the average shall be the official time. In case of a record being broken, the slowest time shall be taken.

7. The scorer shall record the laps made by each competitor; the order of the men at the finish, and the time as given to him by the timekeepers. Scorers shall have such assistance as may be necessary.

8. The starter shall see that the competitors are fairly on their marks. He shall announce to the men the distance which they are to run and start them in accordance with the rules. He shall announce the commencement of the last lap by ringing a bell as the men pass over the marks for the final lap.

9. The clerk of the course shall record the name of each competitor who shall report to him, and see that each is provided with a number to be worn. He shall report the contestants to the scorer and shall call their numbers as they cross the line at the end of each lap, so that the scorer may check the laps and the timekeepers take the time.

10. No person whatsoever shall be allowed inside the track, except the officials and properly accredited representatives of the press. Authorized persons shall wear a badge. Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track.

11. Any competitor making a false entry will be disqualified and debarred from any place or prize.

12. Choice or change of machine, and choice of costume, are not limited, except that shirt and breeches must not bare shoulder nor knee. In races distinctly

stated on the programme of events to be for a particular class of machine; this rule shall not apply so far as choice or machine is concerned.

13. Each competitor will receive from the clerk of the course, before the start, a card bearing a number, which must be worn during the race.

14. The drawing for positions in each race will take place at the judges' stand before the races.

15. All starts will be from a standstill, and the machines are to be held in position by an attendant (the driver touching the starting line) until the signal is given by the starter. Any contestant starting before the signal is given shall be placed one yard behind the starting line, and an additional yard for each repeated false start. The "pusher off" shall not be allowed to step over the starting line. In case of an accidental foul, resulting in a fall within ten feet of the scratch line, the contestants shall be recalled, and the race started over again. The signal will be the report of pistol by the starter, preceded by the words "are you ready?" Should the pistol miss fire, the start will be made at the word "go." Time handicaps shall be started by the word "go." There shall be no "push off" in tricycle races. The finish shall be judged by the driving wheel.

16. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside; the inside man must allow room for his competitor to pass on the outside. Failing to have room on the outside, a rider may pass between his competitor and the pole; should a foul be claimed, the judges must decide if the rider was justified in his course. Riders are cautioned that they must not pass inside except as a last resort.

17. Any competitor guilty of foul riding will be disqualified and debarred from any place or prize.

18. Any protest against a competitor respecting his qualification as an amateur must be lodged with the judges before the start is effected; and any protest respecting foul riding or breach of rules must be made to the judges immediately after the heat is finished.

19. Competitors may dismount during a race at their pleasure, and may run with their bicycles if they wish to, but they must keep to the extreme outside of the path whenever dismounted. If a rider be dismounted by accident or to change his machine, he shall not be allowed a push off in starting again, but an attendant may hold his machine while he mounts it.

20. The right is reserved to the judges of refusing or cancelling any entry, if necessary, before the start; of adjudicating any questionable entry; of deciding any other point not provided for, and of making any alteration in the programme that they may deem necessary.

21. Ignorance of any of the foregoing will not be considered a valid excuse.

## 'CYCLISTS' TOURING CLUB

### American Division.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

The first annual autumn tour of the American Division will be held in Boston on the first Monday in October, 1884, when the famous "wheel around the

Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): C. E. Bittinger, 608 Harrison avenue, Leadville, Col.; Geo. E. Cain, 111 Union street, Lynn, Mass.; W. L. Emory, 85 High street, Fitchburg, Mass.

APPOINTMENTS. — Consul for Slatington, Pa., I. F. Custard; consul for Copley, Pa., C. J. Schaadt.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B. — Consuls wanted in every city and town in Canada.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

C. G. R. — Address him, care of the Pope Manufacturing Company, Boston.

W. S., Baltimore. — Compliments and regrets.

W. W. C., New Orleans. — 1. The rights, privileges and duties of a captain are generally defined in the rules of the club. 2. Each club selects such designs to designate rank of officers as it thinks best. 3. Get Miller's book of tactics. Address T. S. Miller, Chicago, Ill. Write to several of the leading clubs for a copy of their rules, and select what you think best.

H. S. Wollison. — Thanks. Will reciprocate favor when we can.

D. G. B. — Thanks.

KARL KRON. — Will use next week.

C. N. C. — Have forwarded letter. His address is, "Box 243, Buffalo, N. Y."

CHAS. RAVNOR. — Send your weight, we cannot tell without it. If light, take the Rudge or Royal Mail.

## FIXTURES

20 August, Wednesday:  
Second annual encampment of Cincinnati Wanderers at East Fork, Ohio.

25 August, Monday:  
Races at Woodstock, Ont.

26 August, Tuesday:  
Races at Haverhill, Mass.

27 August, Wednesday:  
Race meeting at Buffalo, N. Y.

1 and 5 September, Monday and Friday:  
Races at Des Moines, Ia.

3 September, Wednesday:  
Races at Rochester, Minn.

5 September, Friday:  
Meet and parade under auspices of Massachusetts Division at Boston.  
Races of Boston Ramblers.

6 September, Saturday:  
Road race of Cincinnati (Ohio) Wanderers.  
Races at Montreal.  
Races at Toronto.

9 September, Tuesday:  
Races of Connecticut Bicycle Club, Hartford.

10 September, Wednesday:  
Races at Montgomery, Ala.  
Business meeting N. Y. Division at Albany.  
Five mile championship N. Y. Division.  
Races of Albany Club, first day.  
Races at Weedsport, N. Y.

11 September, Thursday:  
Parade of N. Y. Division at Albany.  
One mile bicycle and one mile tricycle championships of N. Y. Division.  
Races of Albany Club, second day.  
Races at Weedsport, N. Y.

13 September, Saturday:  
Races of Philadelphia, Germantown, and Pennsylvania clubs at Philadelphia.

16 September, Tuesday:  
First day of Springfield Tournament. Races at 2:30 p. m.

17 September, Wednesday:  
Second day of Springfield Tournament. Parade at 9 a. m. Races at 2:30 p. m.

18 September, Thursday:  
Third day of Springfield Tournament. Run to Holyoke at 9 a. m. Races at 2:30 p. m. Fireworks in the evening.

19 September, Friday:  
Fourth day of Springfield Tournament. Races at 2:30 p. m.

23 September, Tuesday:  
First day of New Haven Tournament.

24 September, Wednesday:  
Second day of New Haven Tournament.

27 September, Saturday:  
Championship races of N. A. A. A. and L. A. W. at Brooklyn, N. Y. Two and five mile bicycle.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A 55-inch British Challenge Bicycle. Full-nickelled, except rims; in first-class condition, with nickelled lamp, and H. & T. Alarm Bell, \$110. J. H. TAYLOR, 1924 Green street, Philadelphia, Pa.

FOR SALE. — A 56-inch full-nickelled Expert, with lamp, stand, bell and bundle carrier. In good condition. Address F. N. F., 81 South 9th street, Brooklyn, E. D., N. Y.

**FOR SALE.**—One 54-inch nickelled and enamelled Expert Racer, with ball bearing, rat-trap pedals and Warwick rims; been run about 100 miles, comparatively as good as new; price, \$120. **AMERICAN BICYCLE COMPANY**, Springfield, Mass.

**FOR SALE.**—One Columbia Tricycle, new this season, shows wear only a very little, price, \$100. **ADDISON TAINTOR**, Springfield, Mass.

**FOR SALE.**—One 58-inch full-nickelled Shadow, ball-bearings to both wheels, excellent order. **LOUI TAFT**, Springfield, Mass.

**FOR SALE.**—One 50-inch full-nickelled Special Harvard. Drop handle-bars, been run about fifty miles, price, \$100. **JOHN HABEN**, Springfield, Mass.

**FOR SALE.**—Victor Tricycle, pattern of 1884. Used but little, good as new. Address X, care of **BICYCLING WORLD**.

**FOR SALE.**—58-inch full-nickelled Expert, \$100. 60-inch full-nickelled Expert, dropped bars, \$125. 50-inch Standard Columbia. \$55. For information address **C. E. TITCHENER**, Binghamton, N. Y.

**LEAGUE OF AMERICAN WHEELMEN.**  
L—Gold L. A. W. badge pins, \$3.50 to \$10 each. Send for circular to **C. H. LAMSON**, Portland, Me., the only authorized maker.

#### BICYCLE TIGHTS.

Full suits made from Best Zephyr Worsted, \$7.50 a suit.

**JAMES WALDIE**, Highlandville, Mass.

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Send for List of **SHOP-WORN** and **SECOND-HAND RACING MACHINES**. Prices low.

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ORGANIZED MAY 6, 1881.

INCORPORATED JAN. 23, 1884.

**HENRY E. DUCKER**, Pres.  
**SANFORD LAWTON**, Sec.

**C. T. HIGGINBOTHAM**, Vice Pres.  
**A. L. FENNESSY**, Treas.



September 16, 17, 18, and 19, 1884.

## GRAND INTERNATIONAL BICYCLE TOURNAMENT, SPRINGFIELD, MASS., SEPT. 16, 17, 18, 19, 1884.

On which occasion upwards of \$20,000.00 will be expended. 36 Grand Races, no two alike: Eight 1-mile; four 2-mile; five 3-mile; four 5-mile; two 10-mile; three 1-2-mile; one each, 1, 2, 3-mile Tandem; one each, 1, 2, 3, 5-mile Tricycle. All Races run on a new and fast 1-2-mile track well fenced, and with a fixed pole. Grand Parade Wednesday, Sept. 17. Grand Display of Fire-works Thursday, Sept. 18. Full particulars in "Springfield Wheelmen's Gazette" for August; sample copy to all applicants. Entries close Sept. 10, to **A. L. FENNESSY**. Entry Forms furnished upon application. For further particulars, address

**SPRINGFIELD BICYCLE CLUB,**  
Springfield, Mass.

# PHILADELPHIA, Saturday, September 13th, 1884. RACE MEETING OF THE PHILADELPHIA, GERMANTOWN AND PENNSYLVANIA BICYCLING CLUBS, AT THE GENTLEMENS' DRIVING PARK. The "Columbia Bicycle Prize Cup," valued at \$1,000, to be competed for. \$1,500 IN PRIZES!

Races at 2.30 P. M., twelve in number, as follows:—

**20-mile Race**, for "COLUMBIA BICYCLE PRIZE CUP," open only to crank-action bicycles, to be won three times; unless winner covers the distance inside of one hour, when it becomes his property. Gold and silver medals to second and third men.

**State Championship Races** (open to all members of Pa. Div. L. A. W.).—Send entries to **E. M. AARON**—1-2 mile, 1 mile, 5-mile Bicycle and 1-mile Tricycle. Handsome gold and silver medals.

**Invitation Races.**—3-mile and 1-mile bicycle. First prizes: Full nickelled Harvard or Expert Columbia, and silver tea service. Second prizes: Bicycle, rifle, and silver bicycle cup. 1-2 mile Boys' Race, 1 and 2-mile Novices' Race, and Pennsylvania Club Race.

**1-mile Tandem Tricycle Race**, by clubs, each team carrying club colors. Prize: Club bugle.

**Fancy Riding and Polo on Bicycles** will be features of the occasion.

The track (which is 1-2 mile) will be in the hands of a competent contractor for some time previous to the event, and under the direct supervision of **Mr. Ewing J. Miller**, of the L. A. W. Racing Board. It will receive such daily care and attention as will guarantee its being one of the best in the country for speed, thus insuring most satisfactory and reliable records. Entries close positively Sept. 3d, midnight.

As these are Invitation Races, there are no entry fees required, except for Pope Challenge Cup, which will be \$5.00, to be sent to the Wheelman Co., Boston, to be returned to all riding the full distance. Duplicate entry, without fee, to be sent to **Eugene M. Aaron**, Chairman, P. O. Box 1108, Philadelphia. Valuable prizes for each event.

The Second Annual Meet of the Pennsylvania Division of the "League of American Wheelmen" will take place during the morning of the same day.

The Parade of the Division and invited guests at 10 A. M. will pass through some of the most attractive parts of Fairmount Park.

**EUGENE M. AARON**, Chairman.

**CHAS. M. MILLER**, Sec. and Treas.

COMMITTEES: Finance, **CHAS. M. MILLER**, Chr.; Press and Advertising, **G. N. OSBORNE**, Chr.; Programmes and Prizes, **GEO. D. GIDEON**, Chr.; Grounds and Track, **E. L. MILLER**, Chr.; Conference, **H. R. LEWIS**, Chr.

P. O. Box, 1108.

# \$1,000 IN PRIZES.

## Third Annual Race Meeting of the Albany Bicycle Club, Albany, N. Y.

ISLAND PARK, SEPT. 10-11, 1884.

IN CONNECTION THEREWITH WILL BE HELD A

## Meet of the New York State Division of the L. A. W.

### First Day, Sept. 10.

- |                            |                             |
|----------------------------|-----------------------------|
| 1-Mile Novices.            | 100-yds. Slow Race, open.   |
| 2 " Tri-cycle, open.       | Amateur Fancy Riding, open. |
| 5 " Club Champ.            | 1-mile without hands, open. |
| 1-2 " Dash, open.          | 1 " 3.20 Class, open.       |
| 5-mile State Championship. |                             |

### Second Day, Sept. 11.

- |                           |                                |
|---------------------------|--------------------------------|
| 1-mile State Champ.       | 1-mile Albany Club (in heats). |
| 1 " Tricycle State Champ. | 3 " Handicap, open.            |
| 1 " Ride and Run, open.   | 10 " Handicap, open.           |
| 1-2-mile Consolation.     |                                |

Prizes for State Championships to be valuable Gold Medals, given by the Albany Club. Entries for State Championships close Sept. 1, to the Div. Secretary, B. G. SANFORD, Box 2425, New York City. Fees for each event, \$1.00. Entries for all open events close Sept. 5, to J. G. BURCH, Jr., Albany, N. Y. Entrance fees for open events, 50 cents. The officers' meeting will be held at Club House, evening of first day. Parade, morning of second day.

## THE FIRST ANNUAL MEET

OF THE

## New York State Division, L. A. W.

Will be held at and in conjunction with the Race Meeting of the *Albany Bicycle Club*, at

**ALBANY, on SEPT. 10 and 11, 1884.**

The MEET will embrace a BUSINESS MEETING, called for the evening of the 10th, at the rooms of the Albany Club, a Parade of the Division Members and invited guests on the morning of the 11th, and RACES at ISLAND PARK for the one and five-mile Bicycle and one-mile Tricycle Championships of the State, the prizes for which are elegant gold medals, gifts from the Albany Club to the Division, and which are to become the property of the winner. Entrance fee to each event, \$1.00; entries closing **Sept. 1.**

A cordial invitation is extended to the Wheelmen of the other Divisions to be present. All correspondence relative to the MEET and entrance fees for the Championships should be sent to the undersigned, Secretary of the Division.

P. O. Box 2425, New York City.

BENJ. G. SANFORD, Secretary.



Sentimental and Humorous Poems of  
Bicycling by

S. CONANT FOSTER.

Containing nearly fifty illustrations. Quarto, attractive design in white and gold on pale blue cover.  
Price, \$1.75.

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### For Collection of Autographs.

It is handsomely bound in cloth with gold and black markings.

It has one hundred pages, gilt edge.

Three hundred selections from the poets in regard to the wheel.

Three hundred cards or spaces for the autographs of cycling friends.

Three hundred engravings, illustrating each quotation.

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### NOW READY.

Every Machine Described.

Every Improvement Explained.

TREATS OF

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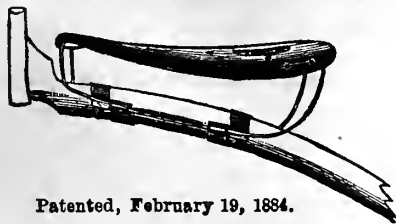
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Used by Hendee, Prince, Woodside, Corey, Landy, Jenkins, of Louisville, Eck, Morgan, Higham, Yates; also Miles, Armaindo, and Sylvester, and all the flyers. Can be used also on Star bicycles.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Why Suffer on the Road any Longer? Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

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Send postal for list of New and 2d-hand Machines.

## NOTICE TO WHEELMEN.

HARVEY & HARRISON, having enlarged their premises, are prepared to repair Bicycles and Tricycles at short notice. First-class work. Terms reasonable.

P. S. — Painting and Nickel Plating a specialty.

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Send for Illustrated Catalogue. Mention this paper

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**MISSOURI WHEEL COMPANY, St. Louis, Mo.,** Richard Garvey, president; L. Lueders, secretary; exclusive agency of the Standard and Expert Columbia Bicycles, Harvard, Yale, Cornell, Star, Rudge, Challenge, Facile, and all high-class imported bicycles; also for the Victor, National, Rudge, Premier, Salvo, Apollo, Coventry and Coventry Convertible Tricycles. Repairing, nickelling and japanning. 210 and 212 N. 12th street.

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The "American Sanspareil" Roadster,

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The new *flat-sealed* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

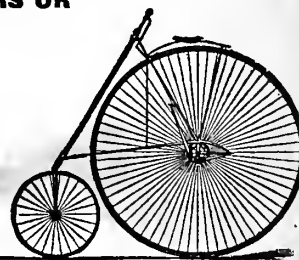
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Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

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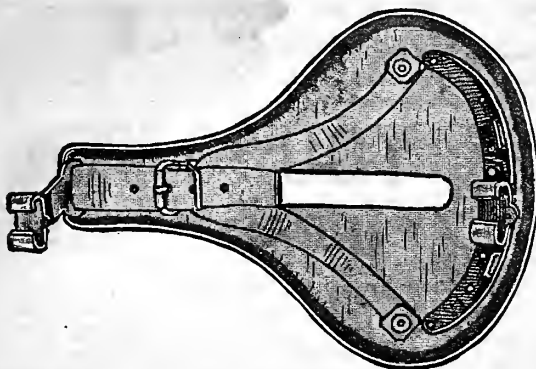
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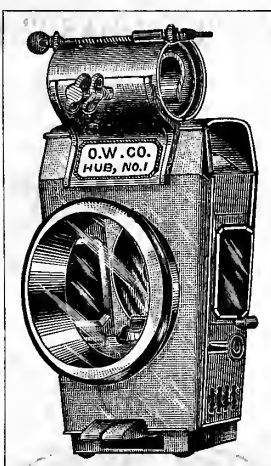
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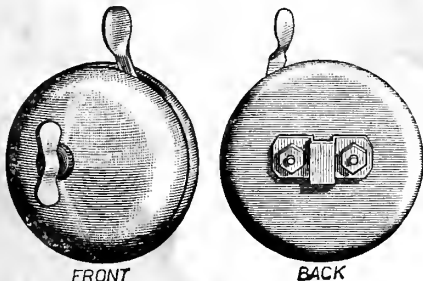
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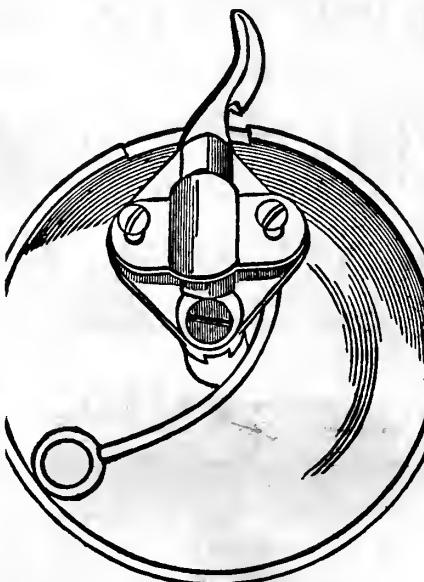


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Articles must be written on one side of the paper, and contain about 1500 words.

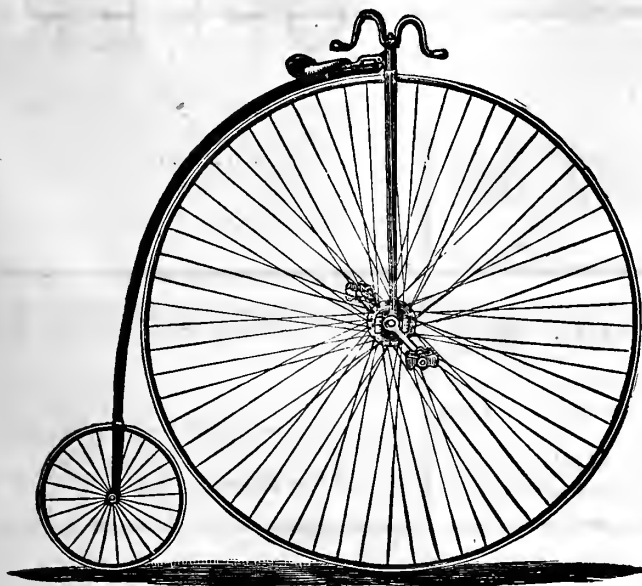
The title of the column explains its purpose. We intend that it shall contain hints, suggestions, tips, in fact anything and everything that will be of practical use to beginners after they have learned to ride the wheel.

In judging the article we shall consider the subject chosen and the manner of its treatment.

The articles will be published from week to week, with or without the names of the writers, as they may choose. Such articles as we may deem especially worthy, after selecting the two prize contributions, we shall recognize by complimentary subscriptions to the "World."

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" " 10 " " " "

" " 10 " versus horse "Scotland."

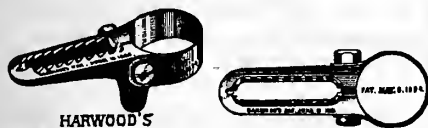
Also at Boston, July 4, three 1st prizes won by Royal Mail.

Five-Mile Amateur Championship of England, won on Saturday, June 28, 1884, by R. Chambers, on a ROYAL MAIL.

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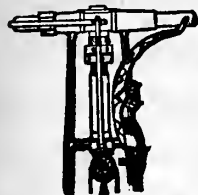


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"The tricycle works finely. There are several parties who say they want one. Ours seems indispensable to me, at all events two prices would not buy it from me if I could not have another."

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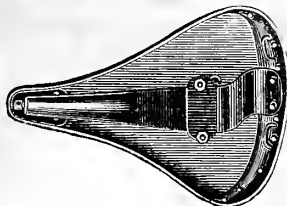
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Special attention to the comfort and accommodation of Wheelmen.

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F. G. BURLEY, BOSTON, Brighton District, MASS.



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All communications should be sent in by Monday  
 morning, and addressed to Editor BICYCLING WORLD,  
 8 Pemberton Square, Boston, Mass.

BOSTON, 29 AUGUST, 1884.

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## LEAGUE ELECTIONS.

A CORRESPONDENT, in another column, discusses the methods pursued in the election of League president, secretary, and treasurer. As the present method originated, so far as the League is concerned, with us, we feel bound to defend it. We feel all the more bound to do so for the reason that we still think it better than the old method. The president presides

at all the meetings of the officers of the League, appoints committees, and, in all respects, occupies a position identical with the president of a corporation, or the speaker of the House, and should be elected from out of their own number. With the offices of treasurer and secretary, we felt it best to have them filled by appointment from the League at large, rather than by a popular election. The reasons are obvious. The officers are salaried ones, and require the usual qualification for such positions. If a general election were had, it is doubtful if popular men, rather than efficient men, would not be chosen. We admit that there is cause for complaint, but we had reason to believe and we had a right to expect, that in our representatives we would find the best of the country's wheelmen, and that their action would be above reproach. The history of the League will show that the general meeting cannot be depended upon. The whole system on which the League is founded is weak and inefficient. The business needs to be concentrated more, and some method devised for holding more frequent meetings of the officers. We suggested at one time the British Parliament system, and thoroughly believe it would be preferable to the present state of affairs, the greatest characteristic of which is lethargy.

THE tendency of a good many in the trade and outside of it is towards safety, and machines possessing undoubted qualifications, in this respect at least, are constantly being put forth. All the readers of the WORLD are familiar with the Kangaroo, from the lengthy description published in these columns. Mr. Adams D. Claffin, of this city, a well-known rider, has recently been riding the Kangaroo. 'His testimony will be interesting. He writes to a friend: "I have tried the Kangaroo, and I tell you it is just the thing in the way of a safety machine. It is so low that you can get on and off without even jumping, and you can't take a header without trying very hard. One great point in its favor is that the motion is the same as on an ordinary, and still there is no loss of speed. In fact, you can have it geared up just as high as you want. The one I rode had a 36-inch driver geared up to 60 inches, and the way you could make the little thing sail was a caution." We expect a Kangaroo in this city very soon, when

we shall have an opportunity of judging for ourselves.

SOME few weeks ago we published the facts connected with the obstruction of Mr. F. W. Weston and ourselves on one of the public streets of this city. The facts presented just such a case as would have warranted the League in taking some action. We confidently expected that the opportunity would not be allowed to slip by. But the same lethargy which has characterized our organization in the past still existed. Finding that those whose duty it was to move in the matter, did not exhibit that zeal in behalf of 'cyclists it was not unreasonable to expect, we, in conjunction with Mr. Weston, took the necessary steps to secure a conviction of the offenders. With the aid of an energetic police officer the driver and owners were brought into court, and after an hour's trial the former was fined ten dollars without costs. The owners of the team, though present, were discharged, Judge Adams ruling that there was a failure to prove sufficiently their connection with the acts complained of. The counsel for the defendants made a vigorous effort to convince the judge that bicycles and tricycles were not vehicles within the meaning of the ordinance, but Judge Adams was not convinced, and distinctly stated that they were vehicles, and had a right to use the public streets in common with other vehicles. The result was a victory for wheelmen, but the honor of obtaining the victory should have been the League's and not that of two individuals. It is this neglect of its duties by the L. A. W. that causes inquiries as to its use.

THE Boston Herald, piqued at our *exposé* of its inconsistency, indulges in the following squib, which reflects upon its journalistic courtesy:—

Bassett, the fa(s)t man of the BICYCLING WORLD, has received entry blanks for the Philadelphia race meeting of 13 September. He is a promising tricyclist, and his recent superb effort in the Boston Club's race will be long remembered. But he lacks finish.

But what better can be expected of the editors of 'cycling columns that are not wheelmen. Mr. Bassett is a wheelman, which is more than we can say of the Herald's 'cycling editors, who are so free with their advice to wheelmen.

### The Cleveland Meet.

THE business meeting of the Ohio division was held at the Euclid Avenue Opera House, at 10 A.M., 18 August, with a large attendance.

The secretary's and treasurer's reports were read and approved, and showed the division to be in a very good condition, with over 500 members, and about \$200 in the treasury.

A. M. Crothers, of Springfield, was elected treasurer, and Paul A. Staley, of Springfield, secretary, both by acclamation, Messrs. Barnum and Krag declining a re-election.

It was decided to hold next year's meet at Springfield, Ohio, amid great applause.

Messrs. Alfred Ely, of Cleveland, C. J. Krag, of Columbus, and W. A. Whiting, Cincinnati, were then elected a nominating committee, and the meeting adjourned.

About 300 wheelmen took part in the parade on Tuesday morning, over 150 others not showing up on account of the warm weather, the heat being extreme.

The line of March was Lake to Bank, to Superior, to Square, to Euclid avenue, to Wade's Park, where refreshments were given the wheelmen, and after taking a very successful photograph the wheelmen dispersed.

The Clevelands had thirty-two men in the parade, and the Akron's and Buckeyes nineteen each.

The banquet at 10 o'clock Tuesday evening, was a very successful one. President C. M. Russell, of the Massillon Club, acted as toastmaster, and after hearing speeches from all the principal wheelmen at 1.30 the banquet was over.

The exhibition on Monday evening was a great success; the opera house being packed with the best people in Cleveland. The Champion City Club of Springfield won the club drill championship, and W. H. Wetmore of Cleveland, the fancy riding championship, E. G. Barnett of Springfield, second.

The races on Monday were very interesting, about 2,000 spectators were present, and the only thing to mar the pleasures of the day was a header taken by Dolph who slipped his pedal in responding to a spurt by Frazier in the three-mile.

The track was somewhat of a disappointment, the extreme warm weather of the week, before making it impossible to put it in proper shape by the large force of men working on it.

The races on Tuesday drew a crowd of upwards of 2,500 spectators.

The handicapping was *very* poor, and caused considerable dissatisfaction.

Everything went off like clock work, no one being allowed on the track except officials, racers and starters. See report of races under Racing News.

### The Pawned Medal.

THE "Robinson correspondence" is

growing interesting. The secretary of the N. C. U. has written to the Racing Board to the effect that Robinson has been seen, and that he denies all knowledge of the fact that the medal was to be contested for again. The secretary has called for evidence to controvert this statement of Robinson's, and the following from Mr. Ducker has been forwarded:

"A. H. Robinson fully understood that he was to race again for that medal, and he gave as references that he would fulfil the promise, and that his word was good, the names of Mr. Mabie, of Mabie, Todd & Co., New York, and Robert Todd, secretary of the N. C. U., London, England. He gave me these names in the presence of C. E. Whipple of this city, and C. D. Vesey, of England. Robinson cannot lie out of it."

WE have received a section of the tire taken from the machine of Wilmot and Sewell, which has been worn to the rim of the wheel. It was compressed into the rim by the Overman Wheel Company, and it shows what may be expected from tires so affixed. We do not hesitate to say that the Overman Wheel Company has given us one of the most important progressive steps in this method of applying tires that the wheel world has seen for many a day, on this or the other side of the water.

### Meet and Parade of the Wheelmen of Massachusetts in September.

THE committee in charge of the annual reunion and meet of the Massachusetts division of the League of American Wheelmen, have issued the following circular:—

*Fellow Wheelmen of Massachusetts:* Since the L. A. W. annual meet of 1881, in Boston, when nearly 900 riders were in line of parade, there has been no great general meet of wheelmen in the State. We believe that occasional mass gatherings of the kind tend to promote 'cycling interests, not only for their manifest advantages of social interchange and fraternal greeting, and for the enthusiasm excited among ourselves at such times, but because also of the impression of strength and importance which numbers invariably produce on the general community. In no State nor section of the country are there so many wheelmen to be found as in and within a radius of twenty miles around Boston, and no other centre is so convenient as Boston to permit of a large attendance of riders, by reason of the fine highway approaches from all directions within this radius, added to good railroad facilities for those in more distant localities.

Desiring, therefore, in the interests of 'cycling to avail ourselves of these advantages, we most cordially, in behalf of the Massachusetts division L. A. W., and by authority of its executive board, invite all wheelmen, irrespective of League membership, club membership, or other organization connections, to meet in

Boston, with their wheels, on Friday morning, 5 September, 1884, at or before 9.30 o'clock, on Commonwealth avenue, near Hotel Vendome, to participate in a short street parade, followed by a twenty minutes' run into the suburbs for lunch. The following is the programme:

The line of parade will form at 9.30 o'clock, the right resting on Commonwealth avenue at the Hotel Vendome. The procession will move at 10 o'clock, sharp, through Commonwealth avenue to Chester park, countermarch to Arlington street, countermarch to Dartmouth, thence to Columbus avenue, Chester park and Beacon street to Brookline for lunch, which will be served at 12.30 P. M., returning at 2 P. M. in season for those who desire to attend the race meeting of the Boston Ramblers at three o'clock on the Union grounds. The parade will be under the direction of Chief Consul M. D. Currier, of Lawrence, Marshal H. W. Williams, of Boston, adjutant.

Club secretaries, League representatives and consuls are particularly requested to canvass their respective localities and report to the chairman of the committee, Abbot Bassett, 8 Pemberton Square, Boston, as early as possible, estimates of the number of wheelmen who in their sections will participate.

ABBOT BASSETT, *Chairman*,  
E. G. WHITNEY, *Secretary*,  
A. S. PARSONS, *Treasurer*,  
W. B. EVERETT,  
H. W. WILLIAMS,  
C. S. HOWARD,  
W. E. GILMAN,

*Committee.*

### The U. S. Sociable Tricycle Record.

THE road record for a sociable tricycle ridden by a lady and gentleman has been established by Chief Consul Weston and a lady member of the Nemo Wheeling Club, who on the 24th inst. rode from Savin Hill, Boston, *via* Cambridge, College Hill, Medford, Malden, East Saugus, Lynn, Salem, Wenham, Ipswich, Rowley and Newbury to Newburyport, Mass. The start was made at 4.16 A. M., and Newburyport, distance fifty-one miles, was reached at 3.09 P. M. Deducting stoppages for breakfast, lunch, etc. the actual riding time was eight hours, showing an average of six and three eighths miles per hour. The roads as far as Salem averaged good, but beyond Salem were bad to Wenham Centre, from which point they rapidly improved. The last half of the journey was made in the teeth of a strong northwesterly wind, but although hills and patches of bad road were frequent, not a single dismount was made for either.

At the close of the journey, the lady did not seem at all tired, and Mr. Weston, who is one of our oldest and most experienced amateur 'cyclists, declared that he had never before covered a like distance with so little fatigue.

The machine used was one of the Cunningham companies, American Salvos, 46-inch geared to 42, which like the riders, seemed to be in as good condition at the finish as at the start.

#### C. T. C. Wheel Around the Hub.

THE following is the programme of the Wheel Around the Hub which is set down for 22-23 September:—

##### First Day.

		MILES.
8 A. M.	Walnut avenue (near Warren street....	3 3-4
9 "	Jamaica Pond..	...
11 "	Brook Farm (Baker street, W. Roxbury)	6 1-2
12.30 P. M.	Dedham.....	6
{ 1 "	Pine Grove, on Readville road.....	1 1-2
{ 2 "	Picnic lunch.....	...
2.30 "	Readville, etc.....	3
3 "	Blue Hill (to summit)	2 3-4
	Remount, 4.15	...
5 "	Punkapoag.....	2 1-2
5.30 "	So. Canton ..	3 1-4
Ar. 6.45 "	Massapoag House, Massapoag Pond, Sharon.....	7
	Supper, 7.30	...

36 1-4

##### Second Day.

6.30 A. M.	Massapoag House	
8 "	Canton Corner (by cemeteries)....	9
10.15 "	So. Braintree.....	8
10.35 "	E. Weymouth.....	4
12 M.	Hingham.....	5
1 P. M.	Kimball's (foot of Jerusalem Road), Cohasset.....	6
	Dinner.	...
2 P. M.	Leave Cohasset....	...
3.30 "	Hingham.....	7
5 "	Quincy.....	7
6.30 "	Milton (Col. Russell's farm)....	6
6.45 "	Milton Lower Mills	2
7.45 "	Arrive in Boston, supper.....	6 1-2

60 1-2

##### Fined.

ON Saturday, 26 July, F. W. Weston, and J. S. Dean while riding, the former on a bicycle, and the latter on a tricycle, through Buckingham street of this city, were prevented from passing by a team drawn across the street. Finding that the obstruction was in violation of the city ordinance, a complaint was made, and a trial had on Thursday, 21 August, before Judge Adams of our Municipal Court.

The counsel of the defendants endeavored to show a bias and prejudice on the part of the principal witnesses for the prosecution, and argued that the bicycle and tricycle were not vehicles within the meaning of the ordinance. Judge Adams held that the machines ridden were vehicles, and stated that he had no doubt

that such would be the decision of the Supreme Court. The facts essential to a conviction being proved the court fined the driver of the team \$10 without costs. As stated elsewhere the owners of the team were discharged.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

#### Amateur vs. Professional.

*Editor Bicycling World:*—I owe Dr. Blackham an apology for stating that he accepted a money prize from the Pope Manufacturing Company. The award to the ministers included a purse, and I supposed the concern made the same proposition to physicians. I am pleased to find so worthy a man on my side of the question. My letter has brought about one good result, for your correspondent "Oliver Chantry" has clearly explained why it is wrong to ride a bicycle for money, and right to sail a yacht for money. It is a question of dollars and cents. The purse is no object to the yachtsman, and therefore it is all right for him to accept it. Under that order of reasoning we must infer that the owners of full nickelled machines, being fellows of more means than the owners of painted ones, should be allowed to compete for purses, for the purses will be no object to them. You will excuse me, but I must insist that my arguments are unanswered. I have yet to learn why a man degrades himself when he rides a bicycle for money, and does not degrade himself when he rides a horse for money. I have yet to learn why it is that our wheelmen can fellowship with professionals, belong to the same clubs with them, go on tours with them, eat with them, drink with them, sleep with them, race with them if there is no prize nor gate money, and come out unscathed, but if they publicly race with them they are lost. Will some one rise and explain?

MORDECAI.

#### The Chicago Tourists and Corey Hill.

*Editor Bicycling World:*—In your account of the doings of the Chicago tourists in and about Boston, you do not state whether the tourists rode in procession to the top of Corey Hill. Your omission to mention anything about this subject, leaves it to be inferred by bicyclers all over the country that the tourists did ride to the top of Corey Hill, as a matter of course; but probably you did not appreciate the prevalent curiosity, not to say anxiety, throughout the West, to know whether *all* of them succeeded in riding up that famous hill.

You must have known that one of the objects of the tour which attracted its members to Boston was to ride up Corey Hill. Every tourist before starting was solemnly adjured by his home club to at-

tempt Corey hill on his arrival in Boston; and every tourist solemnly assured his home club that, upon his arrival in Boston, with his wind and muscle trained by the experience of the long tour, he should ride up Corey Hill just as easy as other riders go up ordinary hills. All through the tour, whenever the party encountered a particularly long, steep, or difficult hill to ascend, we all wondered how Corey Hill would compare with that. Finding nothing along our route which we could not surmount, our confidence naturally increased with our muscle, and the fever of ambition augmented to tackle Corey Hill, and go right up it in procession, with the bugle playing and the Chicago flag waving in front, and the wildly thrilling "kazoo" filling the cultured air of Boston with its barbaric exultation behind.

When we entered Massachusetts, we were still further encouraged by finding the hills of that State not essentially different from the hills of New York and Canada, which we had triumphantly surmounted. Mr. Tolman, of Worcester, here became our guide. The tourists, some of them having enjoyed Mr. Tolman's company during the tour of 1883, held his opinions and his powers of hill-climbing in great respect. They therefore questioned him closely about Corey Hill. Truth compels me to state that Mr. Tolman's position was evasive. He was willing to lead the procession to the foot of Corey Hill, but he should decline to ride up it at the head of the procession, in his proper place as guide. He said that, if we rode up, there would be nothing else to do but to turn about and come down again; and he would wait for us at the bottom, using the opportunity to remove a spot of tar from his uniform, where it had unfortunately brushed against a wagon hub. Being more closely questioned, he said that he had never ridden up Corey Hill himself. He had some acquaintances who believed that he could ride it if he should try; but he didn't want to. He hadn't agreed to do it when he consented to act as our guide; and there wasn't anything or anybody on top of that hill he particularly wanted to see.

At Clinton we were joined by Mr. Corey, who is noted because he has ridden up Corey Hill on the ordinary crank machine. Mr. Corey was immediately questioned. He said that the hill could be ridden, because he had done it himself. He had no doubt that we could ride it in procession, provided every one of us could mount it, and all at the same speed. He would be willing to show us the way to the hill, but he should decline riding up it ahead of our procession. He would greatly prefer staying at the bottom with Mr. Tolman, where he could have a glorious view of our line as we did it. Besides his family, on top of the hill, would be surprised to see him away from business at that hour of the day.

Now I want to inform you that the tourists did not *all* ride up Corey Hill.



I did n't for one. Mr. Tolman and Mr. Corey both assured me, on their words of honor, that there was no money or other valuables lying about loose on top of that hill, and no reward was offered for riding it. Inasmuch as I had ridden several hundred hills on the long tour without finding anything worth mentioning on their tops, and coasted down as many without finding anything valuable at their bottoms, I looked at Corey Hill and concluded that I would n't take the trouble to ride it merely for fun. I had been having two weeks of that sort of fun, and I knew when I had enough.

Our secretary inquired of Mr. Tolman and Mr. Corey whether there were any pretty and really *distinguished* girls on top of Corey hill. They said hardly any, and what there were had become so familiar with bicycles as not to enthuse worth a cent at sight of a strange wheelmen's uniform. Mr. Fuller thereupon declared that, however confident he might be of the ability of the entire procession to climb Corey Hill, he really could n't see what anybody wanted to go up there for. He was n't going to climb a hill which had n't any attraction at its top.

Several of the tourists inquired if there was any lemonade and lunch on top of the hill. Being informed that there was not, they said they had rather go to a hotel. So had I.

Mr. Ayers, the manager of the tourists, and the quartermaster, had their accounts to make up and settle, as their responsibilities would expire on reaching Boston. Therefore, they really had n't time to turn aside and climb Corey Hill. The country will, of course, cheerfully excuse them on this account.

But, with these exceptions, the supposition is that the other tourists rode up Corey Hill. Their home clubs are wild to know whether they *all* got up; yet your account does not even mention that crowning event of the tour. As I was compelled to leave Boston for home almost immediately after my arrival there, and before the tourists took their Monday wheel about the city, I can only assure anxious inquirers that, so far as I know, all the tourists took a good square look at Corey Hill; and that, as I have seen no contradiction in any Boston paper, it may be taken for granted that every tourist redeemed his promise made before leaving home, and doubtless rode up Corey Hill.

But it would be a considerable relief if the BICYCLING WORLD would simply mention the fact, in a simple sentence, whether (with these exceptions) they *all* got up the hill. Because, if they did n't *all* get up, then each club is at liberty to believe that its representative with the tourists was one of those who covered himself and his club all over with glory.

PRESIDENT BATES.

DETROIT, 4 August, 1884.

Sociables and Singles.

*Editor Bicycling World:*—Seeing a communication in your edition of 15

August signed "B." with regard to his experience on tricycles with a lady companion has led me to state some of my own. The first trial made by myself and wife on the road was about a year ago, she on a Victor and self with a bicycle. We rode in regular form except on the steeper grades, when it was customary for me to dismount, and with one hand on the rear of the saddle of each machine, push them both up, she remaining seated and assisting with the pedals. Although quite a delicate woman with strength below the average, yet she soon required less and less of my help on grades that at first were entirely beyond her power.

When we rode each on a tricycle, as we would sometimes do, I could not assist her, and on steep grades she would have to ignominiously dismount and push the machine up herself.

We next tried the Sociables, the Centaur Dual Convertible and the Salvo. Although the latter run much the easier of the two, being lighter, with the weight better poised on the axle, (but I think the pedal shaft too far front, making too much thrust), and the steering wheel run further out front, holding the wide machine steadier, yet neither run easy enough to be at all satisfactory. The "Salvo" having a compensating gear, and the "Dual" having an approach to it makes it all right as far as equalizing power is concerned, if it did not demand such a great amount of power to equalize.

The "Rudge Convertible" as well as the "Tandem" have also been faithfully tried by us. Both of these machines have great side draft on steerers, especially if roads are a little heavy, and often compels walking, while it might easily be ridden on a double driving machine. The Rudge or Coventry as a single, and the Tandem, are certainly both very fast machines on a hard road, but the Convertible as a double has too much criss-cross rack with loss of power, when running, to suit us.

One day when above Bryn Mawr on the Tandem, I twisted one of the rear cranks off, and then gave my wife her choice of taking the train home or the rear seat with her feet on frame, and being one hundred and thirty pounds dead weight, she chose the latter, not wishing to miss such a snap. (She did not give this reason, but I could see.) Well, we rode right down to the city without dismount, and took one grade five hundred feet long with a raise of one foot in twenty by measurement, which we thought good for a machine driven altogether on one side.

Our later experiences have been by far the most satisfactory. I've taken two Victor tricycles and removed the steering wheel and rod of one, and clamped a stiff bar of steel firmly on the neck of machine, with other end reaching out front, with a round hole in the end that the seat rod of other machine will just fit into. With this attachment and connecting rod of proper shape to have frame of rear

machine right distance from ground, the hind machine must follow where the front one leads, and the stronger can help the weaker. This machine is the easiest running and best double in every way that we have tried yet, and only takes a few minutes to change to two complete and separate machines.

Our next trial (which I am fixing at present), will be to arrange one of the Victors, so it will look almost the same front as back. I intend suspending another loop frame back of the single tricycle to swing, with the axle as a centre, and the little wheel loose like a castor. The regular pedals and shaft connected to an extra chain wheel fastened on drum of balance gear, narrowing brake band to make room for it, then with a support from frame for seat rod we expect to have the best double machine, easily converted to a single, there is on the market.

ABM. G. POWELL.

#### League Elections.

*Editor Bicycling World:*—The most loyal of us will hardly deny that from time to time mistakes have been made in the government of the League, and one of the gravest, perhaps, occurred at Chicago, when, as far as appears from the record of the meeting, without any consideration the members at large delegated the choice of their president, vice-president, secretaries and treasurer to the board of officers, at the same time restricting eligibility for these positions to members of the board. What prompted the change I have not been able to discover, but it is easy to see to what it may lead, if unfortunately it should ever be attempted to use the League for the benefit of a clique. Any one who has ever dabbled in politics knows how much easier it is to "fix" a small body than a large one, and even when there might be no deliberate attempt to manipulate the election, it is plain that a proper canvass for the officers who are to represent the entire body can only be had in a full meeting, and is impossible to secure in a mail vote, for consuls and representatives, into whose selection local and personal reasons must necessarily enter. Indeed, it is much more desirable that these should be chosen on their own merits, without reference to whom they will vote for president, etc.; and yet under the system that now prevails it is quite possible that they may degenerate into such a position as is occupied by our national presidential electors, that of mere recording machines. One example of what the result of this may be was shown at Washington, when Secretary Aaron urged in favor of an official organ to be issued directly by the League, that we should have sufficient confidence in the officers whom we had just chosen to entrust the responsibility to them. Doubtless the members were perfectly willing to trust the gentlemen who had been chosen, but with the choosing we privates had had nothing to do.

Still worse is the matter of eligibility.

# THE RUDGE RACER

At LOUISVILLE, KY., Aug. 14-15, and at PITTSFIELD, MASS., Aug. 14, the following races were won on the RUDGE RACER:—

## AT LOUISVILLE.

DOLPH won 1 mile, 2.50 $\frac{1}{4}$  (best on record).

" " 10 " Inter-State.

" "  $\frac{1}{2}$  " "

BETTISON won  $\frac{3}{4}$  mile dash.

WOODSIDE " 10 " Professional.

## AT PITTSFIELD.

HAMILTON won 2 mile.

WOLLISON " 5 " Special

" " 2 " County Championship.

SPRINGFIELD CLUB won Relay Race.

The CHAMPIONSHIPS OF ENGLAND, FRANCE, GERMANY, AMERICA, and SPAIN have all been won on the RUDGE RACER.

These facts prove most conclusively that the RUDGE is both strong and fast, and its success on the road and path remains unequalled.



## AMERICAN RUDGE,

THE ONLY

FIRST-CLASS ROADSTER  
at a Reasonable Price.

Rudge's Unequalled Ball Bearings to both wheels.

Hollow Forks and Backbone.

Direct Spokes (eighty to front wheel).

Curved Handle-Bars.

Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



## RUDGE RACER.

One Mile Record of the World,

**2 Min., 40 $\frac{1}{2}$  Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

Price, 50-in., Enamelled and Nickelled, \$140.



## RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.

The first Bicycle ever ridden  
up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

Weight, 36 pounds.

Price, 50-in., Enamelled and Nickelled, \$140.

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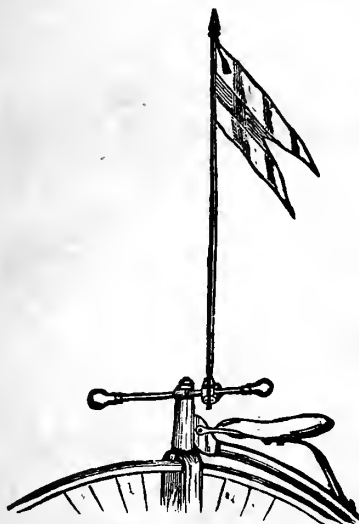
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Why should the whole League be prevented from choosing as its head the best available man in the organization, even if he should not have been ready to serve as a representative, or possibly may have been defeated in his own division by a faction? This is offering a premium for mediocrity, or even for wire pulling of the worst sort.

At the autumn meeting of the board of officers, when the next election is too far off for action to be favorable or adverse to any interest is the time to consider a reform in these two directions, and I sincerely hope that what seems to me a false step may be retraced; and that both clubs and individuals who may have influence with their representatives will lend a hand in accomplishing a needed reform.

Yours truly,  
EDWARD J. SHRIVER.

### CURRENTS CALAMO

WHAT a fall is here, my wheelmen.

At least, it will be here next week.

WE will all fall into line for the tournaments.

MASSACHUSETTS wheelmen should all get to Boston next week.

'Tis better to bear the hills we have, than fly to others we know not of.

A. B. FREEMAN, A. Schirck and A. B. Bennett, members of the Rochester (N. Y.) Bicycle Club, made a run to Ithaca, 9 August, leaving Rochester at 3 A. M. and arriving at their destination by a roundabout way, at 9.45 P. M. The distance travelled was 113 miles, and the actual riding time, 15h.

MISS FLORENCE FULLER, of Chicago, recently rode a tricycle from Chicago to Geneva Lake, Wis. in two days. Distance, 85 miles.

STODDARD, LOVERING & Co., have just received a supply of Ardill's Liquid Enamel, for which they have taken the agency. This can be used for touching up or re-enamelling machines. The manufacturers claim for it that it is "hard as marble, dries instantly without any unpleasant smell, and produces a jet black enamel surface in one operation. It is thoroughly impervious to wet, cold, or heat. Will not crack, and is not liable to chip off. Any one can apply it."

JOHN TACY, one of the long distance men of the Lawrence Bicycle Club, has placed his order for a Pony Star.

THE officers of the L. E. C. W. held a meeting at Salem, Wednesday, 27 August, to consider the question of joining in the Massachusetts Division L. A. W. meet at Boston, 5 September. The probability is that Essex County 'Cyclists will turn out in good numbers.

At the last meeting of the National 'Cyclists' Union the following definition of a "novice" was adopted: A novice,

or person eligible to compete in a novices' or maiden race, is one who has never — up to the starting in such race — won any 'cycling race other than a race confined to members of his club.

J. R. PAVILLA, an athlete recently travelling with the "Jackley Wonders," has joined with W. D. Wilmot, and the two will travel under the name of "The Wilmot Double Riders."

GIDEON HAYNES, JR., who has been in charge of the bicycle department of Wm. Read & Sons, left Boston for Buffalo, N. Y., Saturday evening, where he is to go into the bicycle business with G. R. Bull of that city. He will sail for England Saturday for the purpose of securing the agency of several makes of machines.

LET wheelmen remember the 5th of September.

WE cannot accept postage stamps of larger denomination than the two cent stamp in payment for merchandise or subscriptions. We have little or no use for ten cent stamps, and the post-office people will not redeem them.

EVERYTHING now points to a most successful meet of Massachusetts wheelmen in this city 5 September. The idea of the meet is novel, but something that has long been needed. All previous gatherings of this kind have been more or less restricted to some organization, but this will be open to all wheelmen. Although the reunion and parade is given under the auspices of the Massachusetts Division of the League of American Wheelmen, League members will be given no precedence over unattached riders.

THE Club Tandem is the latest form of convertible. An ordinary front steering tricycle is used for the single form. To construct the double a little wheel, backbone and driving apparatus similar to the Humber type of machines is attached to the frame behind by the use of three bolts only.

THE National 'Cyclists Union have summoned the surveyors for neglecting to keep the main road from Birmingham to Hagley in a proper state of repair. At the proceedings at Halesowen, on Tuesday week, counsel for the prosecution stated they represented the 'Cyclists' Union, which consisted of 20,000 members, and in consequence of the bad state of the roads in Halesowen parish it had been found necessary to summon the surveyors. The Union did not press for heavy penalties, but they wished it to be known that surveyors must spend the money allowed them by the county authorities in a judicious manner, and that the roads must be kept in a proper state of repair. One surveyor stated that it would take £1,000 a mile to properly repair the road. The magistrates were of opinion that the roads were badly kept, and adjourned the case till February, and hoped in the meantime that the roads would be effectually repaired. — *North-ern Athlete.*

### The American Chief Consul of the C.T.C. at Home.

BY J. R. HOGG, NORTH SHIELDS B. C.

I HAD heard so much of the great Weston from those who had met him at the various Harrogate meets, which he had attended, that I determined a journey from my headquarters, at New Brighton, to his house at Boston. Armed, therefore, with letters from several English 'cyclists, I set off on the journey of nearly three hundred miles, *via* New York and Long Island Sound. On the journey by the beautiful steamer "Pilgrim," perhaps the finest on American waters, and of the moonlight passage among the islands of the Sound, I will not dwell. Arriving, on the morrow, at Boston, after a substantial breakfast at the Revere House, I wended my way leisurely to the Cunningham Bicycle Company. Weston's reception was as warm and as cordial as if I had been the bosom companion of his life, instead of an utter stranger. Rumor has said a deal, but nothing too much, for the chief consul. He is, what I expected to be, a thorough, open-hearted and enthusiastic 'cyclist. Of course he had any amount of questions about 'cycling in England, and about the men of Tyne-side and other places. Having some calls to make in Boston, and one or two places to visit, I made arrangements to meet him at three o'clock, and to put myself in his hands for the remainder of the day. At that hour, dressed in the uniform of our club, I called upon him, and found him arrayed in the uniform of the C. T. C. He had provided for me a very good, light, and rigid roadster, and, mounting his 55-inch Club, we set out for a run round the suburbs of Boston. First of all we visited the club-house of the Boston Bicycle Club, the one which he founded, and of which he is a life member. Of the many things one sees in the wonderful country to call forth surprise and admiration, certainly, from a 'cyclist's point of view, the club-house of the Boston 'cyclists is the most remarkable. When we pulled up at a splendid stone building, and had our summons at the door answered by a black man-servant in livery, I fancied that we were at the residence of one of Boston's merchant princes, rather than at the headquarters of a 'cycling club. Inside, I found the entire house furnished in a most elaborate fashion. On the ground floor were the reception rooms, into which the noble black conducted us. Here there were a splendid pianoforte, 'cyclists' newspapers, easy chairs, pictures of great meets and great riders, and everything to conduce to comfort. We inscribed our names in the visitor's book, Mr. Weston insisting on me describing myself from North Shields, England, as the first Tyne-sider they had yet received. Up-stairs there were billiard and pool tables, smoke-rooms, secretaries' room, and a department which Weston has called the library, — doubtless from the frequency to which it is applied, — namely, the room where all manner of



American and English drinks are dispensed. Of course I was anxious to know how such an establishment was kept up, as I knew, from the annual subscription paid to English clubs, ranging from 2s. 6d. to a sovereign, it could not possibly be done with us. In the first place, I found that there were five other clubs in the city, and that the parent club aims at being a select club. They do not cater for the popular element. In the second place, I found that they lay the emphasis on the word *club*, while we lay it on the word *bicycle*. They have the privileges of a club independent of its connection with 'cycling, and they pay the price accordingly. The entrance fee for active members is \$10, and the subscription ten dollars a year, payable in advance. Then, again, they have about one hundred and fifty associate members, who pay \$15 per annum in advance, as well as a heavy entrance fee. If, therefore, members of clubs in England cared to pay the price, there would be little difficulty in giving them the same accommodation; and, in a word, the Boston Club consists of well-to-do men exclusively.

After a short stay here, we took a turn for a few miles along the Charles River to the Chestnut Hill Waterworks. This was along the main driving road of the city, and the surface, for most of the way, was in a disgraceful condition. In a city containing 400,000 inhabitants, and the so-called home of "cultchaw" and æstheticism, such a road is utterly unaccountable. Within a mile or two of the waterworks, I found the roads hilly, and felt unmistakably that a month's hotel living is but poor preparation for 'cycling. When at the journey's end, the view more than repaid a climb up the banks, and the return journey was exceedingly agreeable, as my friend pointed out all the buildings and sights of note.

After a change of dress, we went out to Savin Hill, one of the prettiest places one could wish to see, and about four miles from the city. Mr. Weston's residence is just what one might expect a man of his temperament to possess. It is a delightful house, built after his own plans, surrounded by gardens and trees, and overlooking the islands and scenery of the bay. At dinner I made the acquaintance of Mrs. Weston, and can only describe her as the worthy wife of a worthy husband. She takes almost as much interest in 'cycling matters, and in the position of affairs in the "old country" as her esteemed partner. The meal concluded we adjourned to the piazza, and there, while the shades of evening gathered round us and the fireflies flitted to and fro, the hours passed only too swiftly away. Every man in England of whom I could give any account was mentioned and discussed, and with a pride that was, perhaps, pardonable, but which I could not resist, I told him of North Shields English carrying all before him in the North. Of Wilson, Varley, Robinson, Anderson and all the local lions. Let it not be supposed,

however, that Mr. Weston is one of those whose only conversation is of 'cycling and its heroes. He states his views on social questions, on American and English customs, etc.; with a clearness and an intelligence which is at once profitable and enjoyable. The worst part of meeting with a man of his stamp is, that the time for departure comes so swiftly round. I felt a genuine regret that my arrangements would not permit of a more lengthened enjoyment of the hospitality of Mr. and Mrs. Weston. But this I must add, that of the many enjoyable memories of this great country that of my visit to Chief Consul Weston will hold by no means the least important place.—*North-ern Athlete*.

## RACING NEWS

### Cleveland Races.

(Specially reported.)

THE following is a summary of the races at the Cleveland meet, 18 and 19 August:—

One-mile novice, I. Grove (1), 3m. 30½s.; C. A. Paine (2), 3m. 32s.

Five-mile State championship, Asa Dolph (1), 17m. 55½s.; C. W. Ashinger (2), 17m. 57 1-5s.; F. A. Iddings (3).

One-mile handicap, Geo. Collister, 25s. (1), 3m. 23s.; C. M. Brown, 25s. (2), 3m. 24 4-5s.; Clarence Howland, 20s. (3). Handicapping very poor. Corrected time.

One half-mile, L. A. W. championship, first round, Geo. Collister (1), 1m. 33½s.; C. E. Stone (2), 1m. 33 4-5s.; second round, Asa Dolph (1), 1m. 28½s.; Chas. Frazier (2), 1m. 30s.; W. F. Knapp (3); final, Chas. Frazier (1), 1m. 33½s.; C. E. Stone (2), 1m. 35s.; Geo. Collister (3). Dolph's header in the three-mile race necessitated his withdrawal from the final.

Three-mile, Chas. Frazier (1), 10m. 17½s.; C. W. Ashinger (2), 10m. 18 3-5s.; C. E. Stone (2). Dolph was in this race but he slipped his pedal and fell while spurring on the eighth lap. Injuries not serious.

One-mile tricycle, State championship, Clarence Howland (1), 4m. 23½s.; Geo. Collister (2), 4m. 53 3-5s.

Two-mile handicap, C. M. Brown, 45s. (1), 7m. 7 1-5s.; A. C. Bates, 40s. (2), 7m. 2½s.; R. G. Knight, 45s. (3). Corrected time.

Ooe-fourth-mile, first round, Asa Dolph (1), 44½s.; C. E. Stone (2); second round, Chas. Frazier (1), 46½s.; C. G. Harris (2), 47½s.; R. S. Kingsbury (3). Time, Chas. Frazier (1), 45½s.; C. E. Stone (2), 47 4-5s.; C. E. Stone (2), 47 4-5s.; C. G. Harris (3). Final heat run on the 19th. Dolph's injuries kept him out of the final.

Twenty-mile, Pope cup, A. C. Bates (1), 1h. 26m. 27½s.; A. E. Sprackling (2), 1h. 26m. 52s.

Half-mile tricycle, C. E. Howland (1), 2m. 8½s.; W. F. Knapp (2), 2m. 16s.

One-mile, State championship, C. W. Ashinger (1), 3m. 21½s.; W. F. Knapp (2), 3m. 26s.; Geo. Collister (3).

Ten-mile, Chas. Frazier (1), 37m. 24s.; Geo. Webber (2), 37m. 34½s.; C. E. Stone (3).

Two-mile, State championship, C. W. Ashinger (1), 6m. 51s.; W. F. Knapp (2), 6m. 55 1-5s.

One-mile consolation, G. E. Thackray (1), 3m. 27s.; J. V. Wright (2), 3m. 29 2-5s.; R. S. Kingsbury (3).

WASHINGTON, D. C., 19 August.—At the annual sports of the Letter Carriers' Association, the following events were decided at Athletic Park: Five-mile handicap, Wm. E. Crist, scratch (1), 19m. 26½s.; C. B. Proctor 15s. (2); I. Saetzman, 5s. (3). One-mile, novices, L. M. Kruger (1), 3m. 53½s.; Percy Seufferle (2). One-mile handicap, J. C. Smith, 7s. (1), 3m. 43½s.;

I. Saetzman, 2s. (2). Polo match, two in three, Rex Smith (1); Will. Robertson (2).

LAKE WASHACUM, MASS., 20 August.—The following events were decided at the midsummer carnival: One-mile, F. E. Bryant (1); R. F. Stahl (2); J. W. Wattles (3). One-mile, I. W. Colburn (1); H. S. Billings (2). 21 August: One-mile, H. E. Giles (1); W. H. Jackson (2); W. E. Gale (3).

SEAFORTH, ONT., 14 August.—Annual tournament of the Seaforth Club: One-mile championship of Huron, Perth, and Bruce—W. Blackwell (1), Armitage (2). Half-mile, without hands, Williams (1); Armitage (2). Five-mile, professional, Westbrook, 18m. 34s.; Higham (2). Two miles, local, W. McKay (1). Three miles, Clark (1); W. McKay (2). Five miles, championship of Huron, Perth, and Bruce, W. McKay (1); McLean (2). Half-mile hurdle race, local, Armitage (1).

THE OWEGO TOURNAMENT.—The first annual race meeting of the Owego (N. Y.) Bicycle Club, held at the Driving Park, 20 August, was well attended, and a success in every respect. Wheelmen from Binghamton, Ithaca, and other places, participated. The result of the races was as follows: One-mile dash, C. E. Titchener, Binghamton (1), 3m. 13½s.; P. B. Roberts, Cornell College (2), 1m. 14½s.; J. R. Schlager, Scranton (3), 3m. 18s.; Half-mile Novices, first heat, W. P. Mosher, Binghamton, 3m. 44s.; A. M. Durkee (2), 3m. 45½s.; F. D. Works, Owego (3).—second heat, Mosher (1), 3m. 43s.; Durkee (2), 3m. 44½s.; Works (3). One mile, hands off, B. F. Howard, Cornell College (1), 3m. 40s.; Fred. Hinds, Binghamton (2), 4m. 2s.; W. H. Stone, Binghamton (3). Three-mile handicap, C. E. Titchener, scratch (1), 11m. 20½s.; J. R. Schlager, 17s. (2) 11m. 44s.; P. E. Roberts, 10s. (1); Fred Hinds, 17s. (2). One mile, Chicago Club championship, Ward Decker (1), 3m. 40s.; G. H. Wade (2); F. T. Stanborough (3). One mile, ride and run, alternate every eighth, W. H. Stone (1), 5m. 21s.; Fred Hinds (2), 5m. 25s. Five mile handicap, C. E. Titchener, scratch (1) 19m. 33s.; B. F. Howard, (2), 15s., 19m. 48s.; J. R. Slagher, 30s. (3).

MR. MERRIS, of the Brownsword, has just sailed for the States, and will race for his club at the big meeting. Though comparatively unknown to fame this side of the "herring pond," he may do well in the handicaps there. — *News*.

BICYCLE racing will form a part of the programme at the coming carnival at Cottage City, 30 August.

THE entry list for the Hartford races is rapidly filling, and Hendee, Frazier, Dolph, Burnham, Palmer, Hamilton, and others of fame, with a dozen local wheelmen, have sent in their names. The visiting club having the largest number of men in line will receive an elegant clock. Springfield, New Haven, Meriden, Middletown, and New Britain will be well represented for this contest. Their referee will be Stephen Terry, of the Connecticut Club, and the judge will be Dr. N. Malon Beckwith, president L. A. W.; F. A. Egan, of the New York Citizens' Club; Col. A. A. Pope, Massachusetts Bicycle Club, Boston; F. H. Benton, New Haven Club.

THE horse-bicycle contest was concluded last Saturday night, 23 August. Anderson, the horseman, won the match, having covered eight hundred and seventy-four miles in six days, of twelve hours each. Prince, on his bicycle, made four hundred and fifty-five miles, and Armaindo four hundred and sixteen, their aggregate score being three miles less than that of the rider.

THE State Agricultural Association, of Minnesota, has offered a purse to induce H. Johnson, of Northfield, a bicyclist, to ride a five-mile race against L. H. Haskin's horse, "Dictator, Jr.," half brother of "Jay-Eye-See."

S. SELLERS, Preston, England, the English amateur who will visit this country and the Springfield races in place of Sutton, won a mile scratch race with ease at Stoke-on-Trent 5 August, in 3m. 4 3-5s., defeating B. Ratcliff and H. W. Gaskell. In his trial heat, he made the mile in 2m. 59 1-5s. He also won the five-

mile scratch, defeating Illston. Time, 17m. 44 1-5s. He sailed 26 August.

A GRAND bicycle and tricycling tournament to take place on the Union Athletic Grounds after the Springfield races, is proposed by the management. Liberal purses and prizes will be offered, with a view to attract the best riders in the country.

THE New Jersey wheelmen, of Newark, will have a club road race on Saturday, 13 September. The distance will be seven and a half miles, and the prizes will be a League badge, a League scarf pin and a bundle carrier.

At the annual tournament of the Toronto Bicycle Club, Saturday, 6 September, there will be a quarter-mile race on three-wheel velocipedes for boys under ten. Another new feature will be a time race, in which the competitor crossing the line nearest to 3m. 50s. will receive the prize.

A GRAND bicycle tournament at Washacum Lake, Sterling, is being talked of for September. The recent races held there were so successful that the managers feel assured of the success of their enterprise.

THE races of the Boston Ramblers, 5 September, will include the following events: A one-half, one, two-mile and a one-mile, 3m. 25s. class, open to all amateurs. The medals will be of exceptionally elegant and artistic design. The entries close 2 September, with Charles S. Howard, P. O. Box 1825, Boston, Mass. Entrance fee \$1.00 for each event.

Geo. D. GIDEON, the veteran, is entered for the races at Hartford.

PHILADELPHIA will be well represented at the Hartford races.

DURING the fall meeting of the Keystone and Buckeye Fair Association, at Sharon, Pa., 17, 18, and 19 September, there will be a series of bicycle races, open to all, entrance free.

HIGHAM is the first of our professionals to lower his colors to Westbrook, the Canadian professional.

THE first annual race meeting of the Scranton, Pa., Club will be held 16 October.

THERE will be a bicycle race at the Berkshire County Agricultural Fair, at Pittsfield, 9 September.

MR. A. L. FENNESSY wires us as follows: 25 August. Chambers and Illston just arrived. Frank Moore sails Wednesday.

MESSRS. STODDARD, LOWERY & Co. have just received a large invoice of Rudge racers, built especially for American tracks. Racing men will do well to examine these machines before purchasing.

THE Hartford races are first on the list of the large tournaments, and everything points to a crowd at the meeting. The English visitors will enter the races, and make their first appearance this side the drink.

#### ACROSS THE WATER.

The one-mile championship, professional, was contested at Wolverhampton, 4 August. The two rivals, Wood and Howell, came together once more, this time to the discomfiture of the latter. The result was: F. Wood (1), 2m. 45 3-5s.; Howell (2); Lees (3).

The same day a two-mile professional tricycle handicap was run, when De Civry, at one hundred and twenty yards, beat Fred. Lees at scratch. Time, 6m. 17 1-5s.; Lees, 6m. 19 3-5s.

A ten-mile bicycle race for £15 a side was run 11 August at Belgrave road, between F. J. Lees and Albert Hawker. Lees was winner. The mile times are appended, and those marked with an asterisk denote record accomplished by the winner:—

1 mile .....	2m. 50s.	6 miles.....	*17m. 34s.
2 " .....	5m. 43s.	7 " .....	*20m. 30s.
3 " .....	*8m. 39s.	8 " .....	*23m. 29s.
4 " .....	*11m. 39s.	9 " .....	*26m. 28s.
5 " .....	14m. 35s.	10 " .....	*29m. 20s.

The "Kangaroo" race has been postponed until 27

September, so as to give men a chance of practising, and, in the meantime, as another one hundred of these machines has been ordered, there will no doubt be plenty of aspirants for the £70 gold chronometer, which is offered to the first man, and the second and third prizes of the respective value of £5 and £3. The time for bronze medals has now been fixed at ten hours, and for silver, nine hours.

THE Boston Union Athletic Exhibition Company will give its first grand bicycle and tricycle tournament on Thursday, Friday and Saturday, 25, 26, and 27 September. Upward of \$3,500 will be offered in prizes.

## WHEEL CLUB DOINGS

### New Orleans Club.

*Editor Bicycling World:*—Your response to "Rudge," 15 August, saying "New Orleans has a club, though we have not heard it was very active," prompts the following:—

The New Orleans Bicycle Club, re-organized 3 May, 1884, is officered by: A. M. Hill, president; L. E. Tyler, secretary; E. W. Hunter, treasurer; W. W. Crane, captain; A. P. Keaghey, lieutenant. The membership numbers thirty-one, with twenty-one wheels as follows: One 58-inch Yale, full-nickelled; one 50-inch Royal Challenge, half-nickelled; one 54-inch American Rudge, half-nickelled; one 52-inch Special Columbia, full-nickelled; one 48-inch Expert Columbia, full-nickelled; one 54-inch Standard Columbia; eight 52-inch Standard Columbias, four 50-inch Standard Columbias, two 48-inch Standard Columbias, one 51-inch Star bicycle.

A number of our members are in the L. A. W. and a resolution is now pending making us a League Club. The World's Industrial Exposition which will be open from December to June next, will attract many wheelmen from all sections, whom we shall be glad to entertain. We shall shortly begin agitating the question of a National meet late next spring and before the closing of the Exposition.

The following is an account of our run 18 August, the race being three miles:—

"The weekly meet of the New Orleans Bicycle Club was held last night, and resulted in another decided success. About a dozen members participated, the start being made at 6.25 from the corner of Canal and Liberty streets. Arriving at the Half-way House, the order to dismount was given, and Capt. Crane formed the club in line, preparatory for the first race by the new club. A handicap was allowed certain new members, and the run was made from the toll gate to West End, resulting in the following order of arrivals:

President A. M. Hill, time 12½m., 52-inch wheel; C. H. Fairchild, 13m., 52-inch wheel; Goodman Nathan, 13½m., 52-inch wheel; Capt. W. W. Crane, 14m., 52-inch wheel; C. H. Genslinger, 14½m., 54-inch wheel; Lieutenant A. P. Keaghey, 14¾m., 50-inch wheel, and C. Farrando, 15m. 13s., 52-inch wheel.

After a rest at West End, a splendid exhibition of fancy riding and drill was given on the revetment road, to the delight of a large crowd of spectators upon the music platform. The club shows a remarkable progress in drill, and is decidedly booming.

Another meet is announced for Tuesday evening next, when the club will ride to Spanish Fort."

W. W. CRANE,

Captain N. O. B. C.

NEW ORLEANS, LA., 22 August, 1884.

THE Buffalo Club have arranged for a tour as follows: Monday morning, 8 September, to Alden, twenty-two miles, dinner; Batavia, twenty miles, supper, lodging, and breakfast. Second day, Avon, twenty-two miles, dinner; Canandaigua, twenty-five miles. Third day, Penn Yan, twenty miles, dinner; Grove Spring Hotel, Keuka Lake, fifteen miles. Fourth day, by boat to Hammondsport, where to bath and return to

Grove Spring Hotel for dinner; Watkins Glen, twenty-two miles. Fifth day, forenoon at Watkins, Ithaca, twenty-five miles. Sixth day, to Elmira, thirty miles, when cars will be taken for Buffalo.

ATLANTA, Ga. Club just organized. President, Chas. H. Smith; captain, C. H. Freyer; secretary and treasurer, Will Thomas.

## 'CYCLISTS' TOURING CLUB

### American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE first annual autumn tour of the American Division will be held in Boston 22-23 September, when the famous "wheel around the Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

ALFRED ELY.—Many thanks. We are in your debt till we can reciprocate.

L. W. S.—Will use next week.

FACILE.—Pronounce it as if spelled "Fassil" with the accent on the first syllable.

H. M. G.—Get some one who knows the wheelmen to do the handicapping. He can do better than one who is unfamiliar with them.

W. W. CRANE.—Shall be pleased to hear from you at any time.

L. S. KERN.—Can't supply number for 9 January.

BAIRD & Co.—Will do as you request.

C. R.—Think a Rudge will suit you.

## FIXTURES

1 and 5 September, Monday and Friday:

Races at Des Moines, Ia.

3 September, Wednesday:

Races at Rochester, Minn.

5 September, Friday:

Meet and parade under auspices of Massachusetts Division at Boston.

Races of Boston Ramblers.

6 September, Saturday:

Road race of Cincinnati (Ohio) Wanderers.

Races at Montreal.

Races at Toronto.

9 September, Tuesday:

Races of Connecticut Bicycle Club, Hartford.

Races at Pittsfield, Mass.

10 September, Wednesday:

Races at Montgomery, Ala.

Business meeting N. Y. Division at Albany.

Five mile championship N. Y. Division.

Races of Albany Club, first day.

Races at Weedsport, N. Y.

11 September, Thursday:

Parade of N. Y. Division at Albany.

One mile bicycle and one mile tricycle championships of N. Y. Division.

Races of Albany Club, second day.

Races at Weedsport, N. Y.

13 September, Saturday:

Races of Philadelphia, Germantown, and Pennsylvania clubs at Philadelphia.

16 September, Tuesday:

First day of Springfield Tournament. Races at 2.30 p. m.

17 September, Wednesday:

Second day of Springfield Tournament. Parade at 9 a. m. Races at 2.30 p. m.

18 September, Thursday:

Third day of Springfield Tournament. Run to Holyoke at 9 a. m. Races at 2.30 p. m. Fireworks in the evening.

19 September, Friday:  
Fourth day of Springfield Tournament. Races  
at 2.30 p. m.  
23 September, Tuesday:  
First day of New Haven Tournament.  
24 September, Wednesday:  
Second day of New Haven Tournament.  
27 September, Saturday:  
Championship races of N. A. A. A. and  
L. A. W. at Brooklyn, N. Y. Two and five mile  
bicycle.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not ex-  
ceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—A 50-inch Standard Columbia, 52-  
inch Boston and Rudge, 54-inch American Club,  
Expert, and Star; also nickelled hub lamp. Will send  
for examination. For particulars, address C. H.  
DIAMOND, 102 Franklin street, New York.

**RUDGE FOR SALE.**—A 52-inch Rudge Light  
Roadster, nickelled, except wheels, balls every-  
where; never has been used; owner lately died; cost  
\$152.50, will sell for \$142.50; everything complete. H.  
D. HEDGER & CO., 8 Church street, Boston.

**FOR SALE.**—A 54-inch Star, enamelled, rocking  
pedals, power traps, \$80, cost \$115, new this spring.  
ARTHUR H. BALL, Millford, Mass.

**FOR SALE.**—A 56-inch Astley, hollow forks,  
Æolus balls both wheels, direct spokes, adjustable  
step; never been used, \$70; cost \$110; a bargain.  
HENRY HALL, Hopedale, Mass.

**FOR SALE.**—A full-nickelled Expert, dropped  
F handle-bar, first-class condition; price \$110. G.  
ERNEST NEWMAN, Canton, Pa.

### FOR SALE—BICYCLES.

**50-inch** BRITISH CHALLENGE (painted and  
nickelled) with Excelsior Cyclometer, \$115.

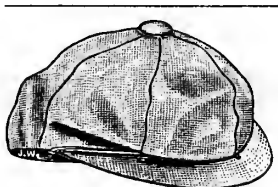
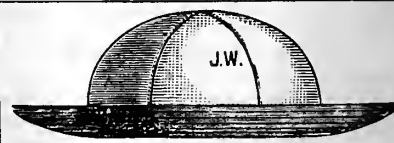
**52-inch** HARVARD (full nickelled), \$110. Both  
are guaranteed in perfect order, and have  
been used very little. Address,

H. R. BRYAN, Hudson, N. Y.

## HATS AND CAPS

— FOR —

### Bicycle and Lawn Tennis.



The HAT is made of White Duck, and the CAP is a  
HOOK-DOWN, made of White Flannel. We will send a  
sample of either on receipt of **SIXTY CENTS**, fully  
prepaid.

**THE JOHN WILKINSON CO.**

68 AND 70 WABASH AVENUE, CHICAGO, ILL.



THE

## CONNECTICUT BICYCLE CLUB

WILL GIVE THEIR

# FIRST ANNUAL RACE MEETING

*At Charter Oak Park, Hartford,*

## TUESDAY, SEPTEMBER 9th, 1884.

THE LIST OF RACES WILL INCLUDE

One Mile 3.20 Class.

Two Mile Tricycle.

One-Half Mile, for Boys under 16.

Ten Mile Open.

One Mile Ride and Run.

One Mile Club.

Fancy Riding.

Five Mile State Championship.

Five Mile Open.

One Mile Tug-of-War.

One Mile Open.

One Mile Consolation.

Among the first prizes may be mentioned: Three Gold Medals, one Diamond Medal, a "Colt's" Double Barrelled  
Breech-loading Shot Gun, Diamond Stud, Full Nickelled Expert Bicycle presented by the Pope Manufacturing Co.,  
Hartford Ball-Bearing Sewing Machine, presented by the Weed Sewing Machine Co.

The prizes will aggregate about \$9.00 in value, and together with the entries, insure a most brilliant meeting.  
Among the more prominent riders already entered are Messrs. Geo. M. Hendee, Asa Dolph, Chas. F. Frazier, E. P.  
Burnham, L. B. Hamilton, W. C. Palmer, R. F. Way and Wm. Maxwell.

A general invitation is extended to Bicycle Clubs to take part in the parade at 10 A. M., and to the visiting club  
having largest number of men in line, a very handsome clock will be presented.

Charter Oak Park has the finest track in the country, and a capacity for seating over 12,000 people.

Colt's Full Military Band will furnish music during the day.

Entries close Sept. 6, with

**GEORGE H. BURT,**

P. O. Box 414

Hartford, Conn.

**FOR SALE.**—Victor Tricycle, pattern of 1884. Used but little, good as new. Address X, care of BICYCLING WORLD.

### BICYCLE SUITS MADE TO ORDER

From the best zephyr worsted, at \$7.50; Tights, \$3.00; Knee Pants, \$2.50; Trunks, \$1.50; Jerseys, \$4.50; Stockings, \$1.50 pair.

JAMES WALDIE,

B. & A. R. R. Highlandville, Mass.

### FOR SALE,

One 1883 Pattern Victor Rotary Tricycle, but little used, \$110; one 52-inch Parallel Bearing Standard Columbia, in good order, \$80; one 50-inch Standard Columbia, Cone Bearing, \$65; two second-hand Wilkinson bicycles, \$40 and \$45; one 54-inch Painted Rebuilt Expert, \$80. Full particulars by mail.

GEO. W. ROUSE & SON,  
PEORIA, ILL.

### TRICYCLES FOR SALE.

48-inch Victor, '84 Pattern, New . . . . \$140 00  
50-inch " '83 " " . . . . 120 00  
50-inch " '83 " second-hand, At order, 80 00  
Tricycle Lamps with above, each . . . . 2 50

MISSOURI WHEEL CO.

210 and 212 N. 12th St., St. Louis.

### RACING MEN, ATTENTION!

Send for List of SHOP-WORN and SECOND-HAND RACING MACHINES. Prices low.

STODDARD, LOVERING & CO.

10 Milk Street - - BOSTON.

ORGANIZED MAY 6, 1881.

INCORPORATED JAN. 23, 1884.

HENRY E. DUCKER, Pres.

SANFORD LAWTON, Sec.

C. T. HIGGINBOTHAM, Vice Pres.

A. L. FENNESSY, Treas.



September 16, 17, 18, and 19, 1884.

## GRAND INTERNATIONAL BICYCLE TOURNAMENT, SPRINGFIELD, MASS., SEPT. 16, 17, 18, 19, 1884.

On which occasion upwards of \$20,000.00 will be expended. 36 Grand Races, no two alike: Eight 1-mile; four 2-mile; five 3-mile; four 5-mile; two 10-mile; three 1-2-mile; one each, 1, 2, 3-mile Tandem; one each, 1, 2, 3, 5-mile Tricycle. All Races run on a new and fast 1-2 mile track well fenced, and with a fixed pole. Grand Parade Wednesday, Sept. 17. Grand Display of Fire-works Thursday, Sept. 18. Full particulars in "Springfield Wheelmen's Gazette" for August; sample copy to all applicants. Entries close Sept. 10, to A. L. FENNESSY. Entry Forms furnished upon application. For further particulars, address

SPRINGFIELD BICYCLE CLUB,

Springfield, Mass.

# PHILADELPHIA, Saturday, September 13th, 1884. RACE MEETING

OF THE

## PHILADELPHIA, GERMANTOWN AND PENNSYLVANIA BICYCLING CLUBS, AT THE GENTLEMEN'S DRIVING PARK.

The "Columbia Bicycle Prize Cup," valued at \$1,500, to be competed for.  
**\$2,000 IN PRIZES!**

Races at 2.30 P. M., twelve in number, as follows:—

**20-mile Race,** for "COLUMBIA BICYCLE PRIZE CUP," open only to crank-action bicycles, to be won three times, unless winner covers the distance inside of one hour, when it becomes his property. Gold and silver medals to second and third men.

**State Championship Races** (open to all members of Pa. Div. L. A. W.).—Send entries to E. M. Aaron—1-2 mile, 1 mile, 5-mile Bicycle and 1-mile Tricycle. Handsome gold and silver medals.

**Invitation Races.**—3-mile and 1-mile bicycle. First prizes: Full nickelled Harvard or Expert Columbia, and silver tea service. Second prizes: Bicycle, rifle, and silver bicycle cup. 1-2 mile Boys' Race, 1-mile Novices' Race, and Pennsylvania Club Race.

**1-mile Tandem Tricycle Race,** by clubs, each team carrying club colors. Prize: Club bugle.

**Fancy Riding and Polo** on Bicycles will be features of the occasion.

The track (which is 1-2 mile) will be in the hands of a competent contractor for some time previous to the event, and under the direct supervision of Mr. Ewing L. Miller, of the L. A. W. Racing Board. It will receive such daily care and attention as will guarantee its being one of the best in the country for speed, thus insuring most satisfactory and reliable records. Entries close positively Sept. 3d, midnight.

As these are Invitation Races, there are no entry fees required, except for Pope Challenge Cup, which will be \$5.00, to be sent to the Wheelman Co., Boston, to be returned to all riding the full distance. Duplicate entry, without fee, to be sent to Eugene M. Aaron, Chairman, P. O. Box 1108, Philadelphia. Valuable prizes for each event.

The Second Annual Meet of the Pennsylvania Division of the "League of American Wheelmen" will take place during the morning of the same day.

The Parade of the Division and invited guests at 10 A. M. will pass through some of the most attractive parts of Fairmount Park.

EUGENE M. AARON, Chairman.

CHAS. M. MILLER, Sec. and Treas.

COMMITTEES: Finance, CHAS. M. MILLER, Chr.; Press and Advertising, G. N. OSBORNE, Chr.; Programmes and Prizes, GEO. D. GIBSON, Chr.; Grounds and Track, E. L. MILLER, Chr.; Conference, H. R. LEWIS, Chr.

P. O. Box, 1108.



## \$1,000 IN PRIZES.

### Third Annual Race Meeting of the Albany Bicycle Club, Albany, N. Y.

ISLAND PARK, SEPT. 10-11, 1884.

IN CONNECTION THEREWITH WILL BE HELD A

### Meet of the New York State Division of the L. A. W.

First Day, Sept. 10.

- |                            |                             |
|----------------------------|-----------------------------|
| 1-Mile Novices.            | 100-yds. Slow Race, open.   |
| 2 " Tricycle, open.        | Amateur Fancy Riding, open. |
| 5 " Club Champ.            | 1-mile without hands, open. |
| 1-2 " Dash, open.          | 1 " 3.20 Class, open.       |
| 5-mile State Championship. |                             |

Second Day, Sept. 11.

- |                           |                                |
|---------------------------|--------------------------------|
| 1-mile State Champ.       | 1-mile Albany Club (in heats). |
| 1 " Tricycle State Champ. | 3 " Handicap, open.            |
| 1 " Ride and Run, open.   | 10 " Handicap, open.           |
| 1-2-mile Consolation.     |                                |

Prizes for State Championships to be valuable Gold Medals, given by the Albany Club. Entries for State Championships close Sept. 1, to the Div. Secretary, B. G. SANFORD, Box 2425, New York City. Fees for each event, \$1.00. Entries for all open events close Sept. 5, to J. G. BURCH, Jr., Albany, N. Y. Entrance fees for open events, 50 cents. The officers' meeting will be held at Club House, evening of first day. Parade, morning of second day.

## THE FIRST ANNUAL MEET OF THE

### New York State Division, L. A. W.

Will be held at and in conjunction with the Race Meeting of the *Albany Bicycle Club*, at

**ALBANY, on SEPT. 10 and 11, 1884.**

The MEET will embrace a BUSINESS MEETING, called for the evening of the 10th, at the rooms of the Albany Club, a Parade of the Division Members and invited guests on the morning of the 11th, and RACES at ISLAND PARK for the one and five-mile Bicycle and one-mile Tricycle Championships of the State, the prizes for which are elegant gold medals, gifts from the Albany Club to the Division, and which are to become the property of the winner. Entrance fee to each event, \$1.00; entries closing **Sept. 1**.

A cordial invitation is extended to the Wheelmen of the other Divisions to be present. All correspondence relative to the MEET and entrance fees for the Championships should be sent to the undersigned, Secretary of the Division.

P. O. Box 2425, New York City.

BENJ. G. SANFORD, Secretary.



Sentimental and Humorous Poems of  
Bicycling by

S. CONANT FOSTER.

Containing nearly fifty illustrations. Quarto, attractive design in white and gold on pale blue cover.  
Price, \$1.75.

WHITE, STOKES & ALLEN,  
129 5th Ave., New York.

### A WHEELMAN'S Autograph Album! MY 'CYCLING FRIENDS.

DESIGNED AND COMPILED

### For Collection of Autographs.

It is handsomely bound in cloth with gold and black markings.

It has one hundred pages, gilt edge.

Three hundred selections from the poets in regard to the wheel.

Three hundred cards or spaces for the autographs of cycling friends.

Three hundred engravings, illustrating each quotation.

Price, One Dollar, Postpaid.

WILL C. MARVIN,  
OVID, MICH.,

Sole Agent for the United States and Canada.

### The Tricyclists' Indispensable For 1884

NOW READY.

Every Machine Described.

Every Improvement Explained.

TREATS OF

All the Varieties of Parts,

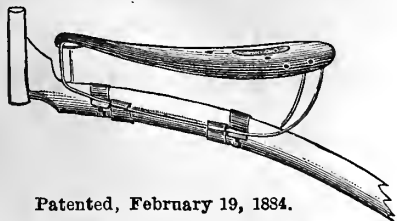
Actions and Novelties.

430 Pages. 308 Illustrations.

\$1.00. Post-paid, \$1.12.

E. C. HODGES & CO.,  
Boston, Mass.

## DURVEA SADDLE & SPRING.



Patented, February 19, 1884.

Used by Hendee, Prince, Woodside, Corey, Landy, Jenkins, of Louisville, Eck, Morgan, Higham, Yates; also Miles, Armaingo, and Sylvester, and all the flyers. Can be used also on Star bicycles.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Why Suffer on the Road any Longer? Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

MISSOURI WHEEL CO.,

210 and 212 N. 12th Street - - ST. LOUIS, MO.

Send postal for list of New and 2d-hand Machines.

## NOTICE TO WHEELMEN.

HARVEY & HARRISON, having enlarged their premises, are prepared to repair Bicycles and Tricycles at short notice. First-class work. Terms reasonable.

P. S. — Painting and Nickel Plating a specialty.

48 and 50 WINCHESTER ST.,

Near Providence Depot.

BOSTON, MASS.

## THE STAR LAMP,

LUGGAGE CARRIER and TOOL BAG.

Send for Illustrated Catalogue. Mention this paper

ZACHARIAS & SMITH, Makers, Newark, N. J.

## MISCELLANEOUS.

MISSOURI WHEEL COMPANY, St. Louis, Mo., Richard Garvey, president; L. Lueders, secretary; exclusive agency of the standard and Expert Columbia Bicycles, Harvard, Yale, Cornell, Star, Rudge, Challenge, Facile, and all high-class imported bicycles; also for the Victor, National, Rudge, Premier, Salvo, Apollo, Coventry and Coventry Convertible Tricycles. Repairing, nickelling and japanning. 210 and 212 N. 12th street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

ST. LOUIS WHEEL COMPANY, No. 1121, Olive street, C. E. STONE, manager, Columbia agents for the Pope Manufacturing Company's Expert and Standard bicycles and tricycles; also for new pattern Sanspareil, American Club, and all high class wheels. Fine machine work. Nickelling and enameling a specialty. Send for second-hand list.

## R. V. R. SCHUYLER,

17 BARCLAY, NEW YORK,

AGENT FOR

The "American Club" and "Club" Bicycles,

The "Cheylesmore," "Imperial," and "Club Sociable" Tricycles,

Manufactured by Coventry Machinist Co.,

The "American Sanspareil" Roadster,

Manufactured by Wm. Andrews, Birmingham, England,

And The "American" Roadster.

A FULL LINE OF BICYCLE HELMETS, SHOES AND ENGLISH SUNDRIES.

## REPAIRS A SPECIALTY.

CATALOGUES FURNISHED ON APPLICATION.

## THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

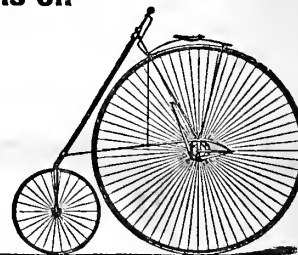
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



## BICYCLE LEGGINGS.

Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

## LEAGUE OF AMERICAN WHEELMEN.

—Gold L. A. W. badge pins, \$3.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me., the only authorized maker.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

LYRA BICYCLICA. — FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO

## YOUNG MEN, READ THIS!

THE VOLTAIC BELT CO., of Marshall, Mich., offer to send their celebrated **ELECTRO-VOLTAIC BELT** and other **ELECTRIC APPLIANCES** on trial for thirty days, to men (young or old) afflicted with nervous debility, loss of vitality and manhood, and all kindred troubles. Also for rheumatism, neuralgia, paralysis, and many other diseases. Complete restoration to health, vigor, and manhood guaranteed. No risk is incurred, as thirty days' trial is allowed. Write them at once for illustrated pamphlet free.



## SAFETY, SPEED AND COMFORT.

The celebrated **FACILE** has been amply proved by experience in both England and America to be the **Perfection of Roadsters**, being Safe, Swift, Comfortable, and Incomparable as a Hill-climber. Its best record in 1883 was 242½ miles in 21½ hours. Its latest performance, May 17-24, 1884, was across England from south to north, 924 miles, inside of 7 days, averaging 132 miles a day, and closing with a run of 190 miles on the last day. This is **three days ahead** of the best record, and **beats the world**.

The Facile is neither "Boy's Machine" nor toy. It claims and holds no second place, but in **EVERY** material respect is **SUPERIOR** to any Bicycle made.

EASY

by Name.  
by Nature.  
Every way.  
Everywhere.

Call and see it, or write for full descriptive  
Price List to the Sole American Agency,

15 Park Place, New York.

**J. WILCOX, Attorney and Agent.**

to Mount.  
to Learn.  
to Guide.  
to Drive.

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### THE

## "AMERICAN SANSPAREIL" ROADSTER,

Constructed for the **ROUGH AMERICAN ROADS** by WM. ANDREWS, at his celebrated works, Birmingham, England, and fitted with Andrews improved head with 5-inch centres, is

**The Strongest,      The Most Rigid, and      The Handsomest Bicycle**

NOW ON THE AMERICAN MARKET.

See what Henry Sturme, H. Hewitt Griffin, the "Midland Athlete," the "Bazaar and Mart," and others say of it. "The most elegant and scientific design." "The best of workmanship and materials." "The finest finish," etc., etc., etc.

**STANDARD FINISH.**

Head, Dust Shield, Handle Bar, Brake, Leg Guard, Spring Spokes, Bearing Boxes, Cranks and Pedals heavily nickelled on copper. Backbone and forks finely coach painted and lined in color and gold Crated and fitted with handy tool bag containing spanner, spoke wrench and oiler. 50-inch, **\$125.00**

**FULL NICKELLED.**

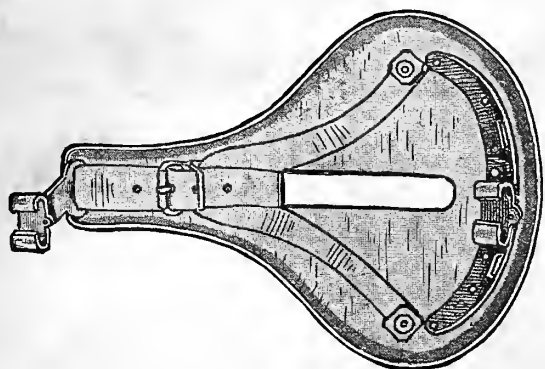
Every part on copper, except feloes, which are painted and striped as above . . . **\$137.50**

**DUPLICATE PARTS IN STOCK. SEND FIVE 3-CENT STAMPS FOR CABINET PHOTO, OR 3-CENT STAMP FOR ILLUSTRATED CATALOGUE CONTAINING SPECIFICATIONS OF THIS AND OTHER ENGLISH MACHINES AND IMPORTED SUNDRIES, TO**

**SAMUEL T. CLARK & CO., Importers.**

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## THE STALL & BURT STAR SADDLE.

*Comfort attained at last with this splendid saddle which is taking the mass of Star riders by storm. The combination of the S. & B. Saddle makes the Star a different machine, and brings it to perfection. We are now making up a large quantity to supply the demand, and hope to be able to deliver promptly.*

**PRICES: \$4.00 PLAIN and \$5.00 NICKELLED.**

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**509 Tremont Street - BOSTON, MASS.**

# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 5 SEPTEMBER, 1884.

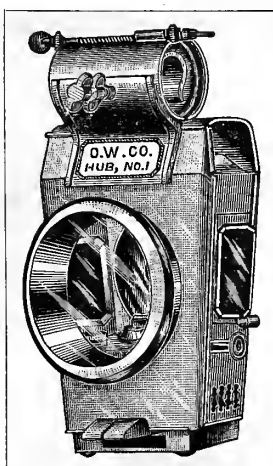
Volume IX.  
Number 18.

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**LAMPS.**

Brass-Nickelled.

Deep Reflectors.

HUB AND HEAD.



BETTER GOODS

FOR

Lower Prices.

NICKEL

AND

BLACK.

SEE THEM BEFORE YOU BUY.

OVERMAN WHEEL CO.  
CHICOPEE, MASS.

## THE YALE BICYCLE FOR 1884.

We are now in a position to supply this machine in all sizes within one week of receipt of order. The **TRIPLE BALL BEARINGS** now applied by us to the front wheels of the **YALE** have already achieved success beyond our most sanguine expectations.

Among the expressions of commendation which we have received, a well-known rider coins a new word, and says: "No one can wholly understand what is meant by a free-running bearing until he mounts a stiff hill on 'A **TRIPLE BALL BEARING'D YALE**,'"

The "**YALE**," "**HARVARD**," "**CORNELL**," and "**TANDEM**" Bicycles are described and illustrated in our Bicycle Catalogue, while in our Tricycle Catalogue will be found full descriptions of the "**AMERICAN SALVO**," "**AMERICAN METEOR**," and "**DUAL**" **SOCIABLES** and **SINGLES**, as well as two most interesting articles on Tricycling, from the pens of eminent writers. Either Catalogue sent, post free, for a two-cent stamp.

THE CUNNINGHAM COMPANY,

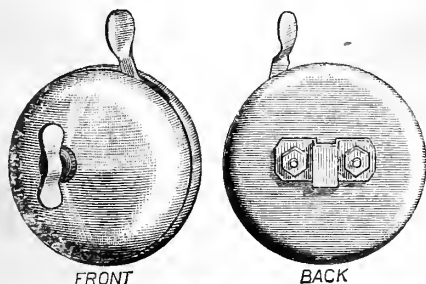
ESTABLISHED 1877,

ODD FELLOWS' HALL - - - BOSTON, MASS.



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Acknowledged to be the BEST. Easily Operated. Automatic and Instantaneous. For sale by all leading dealers.

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BICYCLES, TRICYCLES.  
WHEEL GOODS OF ALL KINDS.

*Bicycles on Easy Terms.*

SEND FOR CIRCULARS.

OPEN EVENINGS.

## RUDGE, BRITISH CHALLENGE, —AND— ROYAL MAIL BICYCLE REPAIR WORKS,

8 and 10 Church Street,  
**BOSTON, MASS.**

We keep a large Stock of parts constantly on hand for the above machines.

**HARRY D. HEDGER & CO.**

## BELLS! BELLS! BELLS!

"When thro' the park we gracefully glide,  
The ubiquitous boy still by our side  
Sends out a shout which touches our pride,  
'Say! Mister! ring your Bell!'"

Poets have rung their changes on the subject of bells, but it remained for the originator of the above lines to improve the *article* itself.

## Hart's "Standard" Bells

Have become well and favorably known in the vicinity of Philadelphia, and it is now my intention to introduce them generally.

## HART'S "STANDARD" BELL

Will be made in five styles. Prices from 75c. to \$1.25. Its advantages are small cost, neatness, and it is the most substantial bell in the market. It is *impossible* for the bowl to jar loose from the base to which it is attached when clamped to the bicycle, an obvious advantage which all bicyclers will appreciate; fastens to either handle-bar or brake.

## HART'S "STANDARD" BELL,

Patented April 10, 1883.



ILLUSTRATION SHOWING CONSTRUCTION.

## PRICES.

No. 1, small size.....	\$0.75
No. 2, medium size, flat spring clapper.....	.75
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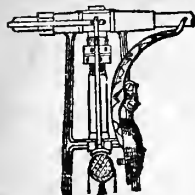
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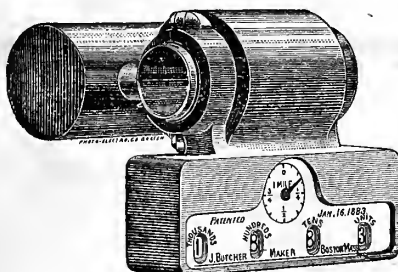
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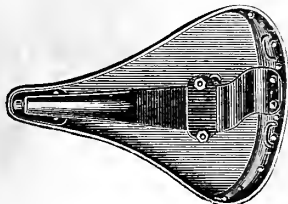
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J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday  
 morning, and addressed to Editor BICYCLING WORLD,  
 8 Pemberton Square, Boston, Mass.

BOSTON, 5 SEPTEMBER, 1884.

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## THE AMATEUR QUESTION.

WE regret the present discussion on the well-worn subject of amateurs, and their separation from professionals. We should not have given currency to the letter which provoked it, but for its antagonism to our well known and oft expressed opinions. Fairness demanded its publication, though 'Mordecai' is singularly wrong in his estimate of the

matter he discusses so wordily, and professes to be so familiar with. He seeks in common with others to bring about a reform where none is demanded and none is needed. The amateur rule in its present state is generally accepted and acquiesced in. Its abandonment would immediately result in bringing about just the state of affairs this reformer wishes to avoid. With the expurgation of the artisan-laborer clause, all social distinction was done away with, and the rule was allowed to rest on its inherent qualities of expediency. Our correspondents do not seem to discuss the question as if they thoroughly understood the objects of the rule. They do not consider at all the effects of its abolishment. Dr. Blackham makes a mistake in discussing what he terms "the strict British standard," because the strict British standard does not exist here, and if we are to do away with our rule as being opposed to our peculiar circumstances, let us confine ourselves to the American rule and its effect on American 'cyclists. Do away with the rule entirely, and the social distinction would be the governing one. The abolishment of the rule which puts all on an equality so far as social position goes, would be a serious blow to the principles of democracy. The same correspondent shows his ignorance of the question, in saying, "I should have felt in honor bound to resign my League membership or refuse to enter the competition had the Pope Company offered their prizes in cash instead of in articles of value."

The rule does not touch, and is not intended to, those who engage in the various business pursuits nor a person who writes on 'cycling matters for a money prize. "Mordecai" says that "the underlying idea of the amateur rule is that it is degrading to ride for a purse." Our friend is in error. The underlying idea is that a man who races for a purse, for the value of the prize, for what he can make, has that object in view, desires the gain, and does not race to show his prowess, to gain an honorable victory. The underlying idea is that when men get to racing for money they are apt to resort to methods that even "Mordecai" and Dr. Blackham would condemn. Our correspondents if they make any attempt to do away with the amateur rule, will do an incalculable injury to 'cycling.

The true solution of the matter lies in

diminishing the value of the prizes. It is the spirit of gain that offends the amateur rule. It is successful attempts to be an amateur in name with all the spirit and some of the gains of a professional. Reduce the value of the prizes, and the problem will be solved.

## "PARADING HAS OUTLIVED ITS USEFULNESS."

IN a recent personal interview with the captain of the Boston Club, he stated that he should not call a run upon the occasion of the L. A. W. parade, 5 September, because the sentiment of the club was against parades on the wheel. He said further, "The day of parades is past in cities where bicycling is well established. When the League of American Wheelmen met in Boston no club displayed greater zeal in making the parade a success than the Boston Club. At that time bicycling needed some such display to make it known and recognized; but now it is well established here, as in many other Eastern cities, and parading has outlived its usefulness. There is an impression prevailing among our best classes of athletic and business men that bicycling is somewhat juvenile, and nothing will tend more to strengthen this impression than a parade of miscellaneous riders on wheels. I think the men of the Boston Club wish to cultivate bicycling as a manly sport, or as a healthful recreation, with as little display as possible."

THE complimentary remarks of the *Boston Herald* and the *Spirit of the Times*, cannot but be extremely gratifying to us. It should also be gratifying to our readers as indicating that the 'cycling press is recognized as filling a place among the journals of the day.

THE *Spirit of the Times* has twice given notice that it will not accept as an authority the League's racing board, nor in any way be governed by its action or its rules. We regret that it should feel compelled to openly declare itself in the way it has. However, there is this much to be said, that a record is a record, and whether a performance shall be considered such, depends not on any rules, but on a mere question of fact. The facts necessary to constitute a record being proved, the record must be allowed



so far as we are concerned, no matter who says nay.

THE meet and parade of Massachusetts wheelmen will, we fear, not accomplish any very good results so far as the public is concerned. We are heartily in favor of the meet of wheelmen for a discussion of topics of interest and legislative action, but the parade we consider a great mistake for a citylike Boston. We print in another column an interview with Capt. Harrison of the Boston Club, which indicates how the older riders in this vicinity feel. If there is a large turnout to-day, we will be greatly surprised.

WE have been riding for the past week or two a Traveller tricycle (Humber pattern) with forty-four inch wheels, geared up to fifty-two inches. Having tried nearly all gears from thirty-three inches up to fifty-two, we find the high gear preferable. Any hill that a man ought to ride can be ridden, and a good pace on the levels is much more easily attained and maintained. We have not yet fully decided what gear is the best for our personal use, but we feel certain nothing lower than fifty-two inches will suit, while we fancy we would be better satisfied with even a higher gear.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### League Elections.

*Editor Bicycling World:*—Thanking you for your courtesy in publishing my letter, which was unconsciously a criticism of your own action, I have come to beg a little more space in which to disagree with the comments that you make on it. That the president of the League should sit in the board of officers is perfectly true, but my idea is that he should do so as an *ex-officio* member, and that the League at large should not only have the privilege of designating their chief official, but should not be restricted in their choice to a list of consuls and representatives that may easily exclude the most efficient man. What you say of corporations does not forbid this plan, for many of them follow it, it being the universal practice, for instance, in those with which I am most familiar—the business exchange—to elect the president, vice-president and treasurer, together with the board of managers by popular vote, and at the same time; the three officers all being members of the board *ex-officio*. With the League, there

is an additional reason why a similar custom should prevail, in the fact that our consuls and representatives are elected only by districts, and not by the full body. The reason why it has not been adopted in banks, railroads, etc., is plain; that in these corporations it is considered important to sacrifice everything else to unanimity, and so tolerate nothing like opposition among the stockholders.

The objection you make in regard to the treasurer and secretary may have weight, but I doubt it, being inclined to think that the choice would be as well made by the members as the officers, if not better. That these officers receive salaries, I do think is of more weight than in the case of the chairman of the New York Stock Exchange, who is a salaried officer, but is elected by the members of the Exchange. An effort to change this to appointment by the governing committee, was recently defeated by a large vote. If our treasurer and secretary were merely salaried employees, who need not be members of the League, it is possible that an intelligent choice could only be made by a committee or board, but this is a condition hardly likely to occur while the salaries paid are little more than nominal.

Yours truly,

EDWARD J. SHRIVER.

NEW YORK, 30 August, 1884.

### Kron's Colossus of Roads.

*Editor Bicycling World:*—You are quite right in saying that "a proper road-book of America would make the unabridged dictionary shrink into very minute proportions by its side"; and you cannot be too emphatic in insisting that the publication of my own "Ten Thousand Miles on a Bicycle" will in no way lessen the duty resting upon each division of the League to prepare a road book for its own State, after the excellent example set by Massachusetts. One great aim of my book is to encourage the publication of these local guides, and there is no doubt that its wide circulation will have a great influence in that way. The Canadian guide, the Massachusetts guide, and the Essex County guide will be warmly recommended by me to all tourists who intend to visit the regions described; and the production of each one of those books is certain to encourage the production of many similar books. The first step is the difficult one.

As to the scope of "X. M. Miles" itself, the fact that the six thousand miles of roadway which I therein describe from personal observation represents only a small fraction of the rideable roads of America is undoubted; but the fact that it also represents sections of "twenty-four States and Provinces," might seem to give me a tolerably good claim to the use of the adjective "American." I hope, however, by presenting abstracts of road reports, which have been printed in the BICYCLING WORLD and other journals, and which I can persuade touring subscribers to prepare for me, to give

some sort of an account of the roads in every State and Territory of the Union. Mr. Thomas Stevens, for example, who is my 1968th subscriber, has given me a general sketch of the 3,700 miles of road traversed by him between San Francisco and Boston; and it is not improbable that the total "mileage" which I shall present on the authority of other people will go as high as 10,000 or even 15,000. I can only tell as to the amount when the time arrives for actually compiling the facts. The degree of fulness with which I shall present these abstracts of other tourists' road reports will depend upon the amount of space which I think I can afford to give; and my decision will depend upon the size of my subscription list. If it should be my luck to have \$3,500 or \$4,000 pledged to my scheme in advance, instead simply of \$3,000, which is the limit that I am struggling for, I should be tempted, in just that proportion, to let my volume approximate in size to "the unabridged." In the September issue of the Springfield *Wheelman's Gazette*, I hope to print a revised prospectus, exhibiting the exact nature of the material represented by my thirty-three titles.

Independently, however, of the encouragement which a large subscription list will give me for increasing the size of the book, the scope of this as "a guide to roads," will be increased by the addition of each new town to that list. Thus, when a glance at the heading, "Oregon," in my appendix shows that a dozen towns of that distant region have helped to swell my list to 3,000, it also shows that the roads around those dozen towns are practicable for the bicycle; and it enables any one who plans a tour there to put himself into communication with the men who can supply him with the facts. Hence, I take special pains to secure supporters in out-of-the-way places,—especially in the West and South; because, even though they may not write me anything definite about the roads round them, the mere publication of their names and addresses forms a certain sort of "road report." Hence, too, I insist, that though the body of the book, which I myself prepare, be discarded as utterly worthless, this double list of 3,000 subscribers' names, classified both alphabetically and geographically, must, in itself, be worth a dollar to any one who cares at all about wheeling. There were 309 towns represented by the first 1065 subscribers enrolled. I have not made any summary of the residences of the 643 latest at hand, but presume they represent at least 100 additional towns. If my complete list of 3,000 subscribers shall show a distribution through 800 or 1,000 towns, that part of the guide can surely claim to be, in a broad sense, "American."

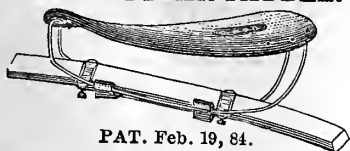
KARL KRON.

WASHINGTON SQUARE, N. Y., 18 August, 1884.

THE BICYCLING WORLD, of Boston, is one of the neatest, most interesting, and best printed bicycle papers that come to our table. — *Saturday Union*, Lynn.

## THE TRADE

## DURYEA STAR SADDLE.



PAT. Feb. 19, 84.

THE Missouri Wheel Company have just placed on the market the Duryea saddle for the Star bicycles. We should suppose that the Star would offer unlimited facilities for attaching easy seats, but the makers seem to have been content with the ordinary flat spring. The new Duryea should, and doubtless will meet any want in this respect, forming saddle and spring in addition to the flat spring already in the machine. It has the same side wires as style B of the Duryea of the ordinary pattern. We have not tried this saddle on the Star, but the sales of it are reported to be very large, and several have spoken to us in commendation of it.

WE expect to be able to recommend to our readers the new luggage carrier invented by Zacharias & Smith for the ordinary machine. We have sent for a sample, and will, as soon as we have tried it, give our readers the benefit of our experiments.

MR. LAMSON has made for us a luggage carrier, especially adapted for the Victor tricycle, according to the plan suggested by us in a recent number. The only change from the ordinary carrier is the increased size of the wire base. So made, the carrier can be used to great advantage on the Victor, or upon any of the three wheelers where the saddle post goes through the cross tube. Mr. Lamson will soon put the carrier on the market.

THE Columbia tricycle is now fitted with a solid rubber bulb on top of the head. The idea is to prevent a repetition of the accident which befel the Western rider, who lost his eye by falling on the head of his wheel.

MESSRS. STODDARD, LOVERING & CO. are doing a very large business in Rudge Racers. Of the large invoices recently received, nearly every one has been sold. Among them was a 55-inch for G. M. Hendee, and a 59-inch for W. M. Woodside, which were built to their special order.

## Bicycle Patents.

MR. AMOS W. HART, of Washington, D. C., contributes the following facts relative to bicycle patents to the *Wheelman's Gazette*:—

The number of patents for velocipedes of all sorts, including saddles, is about nine hundred. Of these, tricycles constitute the great majority, or nearly two thirds of the whole. The bicycles, having the wheels arranged tandem (in distinction from the comparatively small number whose wheels are side by side, like the Otto), attain to about two hun-

dred and ten. The single wheels, or monocycles, number twenty-three; the saddles and saddle springs, thirty-five; and water or marine velocipedes, about twenty.

The monocycles are least known, but constitute a most interesting class. I find the striking fact that, of the twenty-three patents, fifteen were issued in 1869, and the remainder since 1879. More than half are constructed on what may be termed the annular principle; that is to say, the body of the wheel is a ring (of a foot or more in radial thickness) on which the rider sits astride, within the central opening. His saddle is mounted on friction rollers, and he usually employs hand cranks for propulsion, the axis of the same being provided with a pinion which meshes with an internal rack on the inner periphery of the wheel. The crank axis being secured to the saddle, of course its rotation tends to carry the rider up the curve in front of him, and thus effects the propulsion of the wheel.

Another plan of construction, adopted in at least seven cases, may be termed the skeleton cage—the wheel being a very oblate spheroid, composed of stout wires, within which the rider sits on a seat pendent from the axis. How the rider is to escape uninjured in case the poise of the cage is destroyed, we are not informed. Possibly, he is expected to always ride on soft roads! There are two patents for saucer-shaped, or concave-convex wheels. In these, the rider sits in the centre of the circle, on a seat swinging from the short axis. The central portion of the body is made of wire gauge, which protects the rider more or less if he falls to that side. If he falls in the opposite direction, he may, perhaps, alight in safety on his feet. Three or four other monocycles greatly resemble the fork and front wheel of a "vertical" machine (when the backbone and rear wheel have been detached); one of these (Scuri's) has weights pendent from the axle, and made adjustable vertically on rigid vertical bars. It is on this kind of wheel two lads, Seely and Dinwiddie, have lately astonished the inhabitants of Washington by riding without a dismount one and one-half mile, through the streets, over car tracks, etc. The pioneer here was, however, Mr. Rex Smith, the famous fancy rider, who rode short distances on one wheel, in exhibitions at the rink, some three years ago.

## Chicago.

THE Chicago Club seems to have tours on the brain this season. Its members are scouring the West pretty thoroughly on wheel; the secretary is now touring from Chicago to Washington, Pa., via Lafayette, Springfield and Columbus, reporting regularly that the roads are splendid. When Mr. Vowell says roads are good they must be remarkable, for he is not of a sanguine temperament. It is a fact that Indiana and Ohio have some remarkably fine touring, and wheelmen of the East who desire to come to Chi-

cago in a leisurely way, on wheel, can do no better than to start from Pittsburg or Buffalo and wheel down through the States, the trip having been made, for the greater part, at the rate of ninety miles a day, by Mr. Paul Staley, of Springfield, Ohio, and Mr. Mead, of Chicago. Bennett and Haywood, of Chicago, have been doing Wisconsin, wheeling from Chicago to Milwaukee along the Lake shore, through Highland Park, Kenosha and Racine. This is the first time wheelmen have made the trip along the lake shore, and the roads are reported to be not at all bad. From Chicago to Evanston it is second class; Evanston to Waukegan, average first class; Waukegan to Kenosha, second and third class; Kenosha to Racine, second class; Racine to Milwaukee, first class. Van Sicklen and Mead have just finished touring down through Illinois and Indiana to Cincinnati, via Indianapolis, and report good roads all the way. The club had quite an extensive tour out into the middle of the State last week, leaving Chicago by train Saturday afternoon, arrived at Cortland, fifty-five miles out, in time to wheel fifteen miles to Genoa for the evening. Mr. E. M. Wilcox entertained the club over night, and very acceptably, as he has a fine old country house with broad lawn laid out in concrete walks, music of all kinds, and a way to make one feel at home. Next morning we wheeled eastward to Elgin, twenty-four miles, for dinner, through famous Illinois cornfields, where one could lose himself were it not for the road. Some of this corn grows ten feet high for miles, with ears as long as your arm. Elgin is where they make those famous watches, the operatives in the factory comprising, for most part, the Elgin Bicycle Club, a very live organization, and the oldest in the West. Elgin is located on Fox River, that flows down through this part of Illinois, and forms a beautiful valley, on which are located some elegant towns. Along the ridge of this valley leads a very fine road of the first class, crossing the river occasionally by fine iron bridges, making a splendid bicycle run. We left Elgin after dinner and wheeled down the valley to Dunham's famous stock farm, and admired some five ten thousand dollar studs, and other rare stock, in barns fine enough for mansions, covering acres, the interiors being frescoed and fitted up in fine style. The afternoon run St. Charles, Geneva, and Batavia, was twenty miles, to Aurora, and there we put up for the night at the Hotel Evans, a reasonably good house, with one side opening on the river, which flows over a dam at this point, very soothing for the sleepless. The Elgin Bicycle Club accompanied us during the afternoon, performing the office of convoy down the valley. Next morning's early train carried us over the forty miles to Chicago. These over-Sunday tours seem to be wanted for a regular thing, as the sensation of being long away from home is obtained, without interruption of business or actual long absence. Sunday

touring has not been practised by the club heretofore, but a square backdown is made from this position, through popular demand.

Next trip is among the lakes of Wisconsin, leaving Chicago on Sunday morning train, 31 August, to Kenosha, Wis., fifty-one miles. Wheel thence back into the country to Burlington, Wis., twenty-seven miles, for dinner, over fine wheeling, somewhat hilly, but quite picturesque. Burlington is on the Fox River and located in a wildly luxuriant spot, the Mecca of Chicago and Milwaukee fishers who love a quiet nook to retire to, for Sunday or other fishing, without being too much seen. After dinner we wheel fifteen miles to Lake Geneva, the chief summer resort of Chicago. Next morning, early train for home, seventy miles by rail. Then the following week comes the ladies' event. Certain maids and dames of Chicago have ventured upon the tricycle.—at first privately in the parks early in the morning,—then upon the pavement in front of their houses, and finally on the road. The performances of some, and one in particular, a very light weight and graceful young lady, are good. The prodigy in question makes forty miles a day on a country road. Accompanied by her brother and some other gentlemen, she actually toured for a week, just before the Chicagos started off on the Niagara-to-Boston trip, making thirty and forty miles per day with great gain in weight and spirits. The whole family are now a-wheel; the brother, one of the toughest tourists on the Chicago tour, and a Kennebecer; the sister, sturdy tricyclist; the mother, sedate but jolly, an open admirer and rider of the tricycle in private; the father has ridden the tricycle; the colored butler, footman-on-tricycle, to the sister on lone spins; the cook borrows the butler's trike and rides in the barn, and the others likewise. The North Side asphalt streets, and convenience of Lincoln Park, tend to increase this new element of wheeling in Chicago, and great is the anticipation of Chicago wheelmen in that they will soon have something better to ride with than the old club members. The ladies' event spoken of consists of a ladies' tour, with bicycle escorts, through the famous hills and lakes of Waukesha county, thirty miles out of Milwaukee. Leave Chicago Saturday afternoon in size enough to monopolize the greater part of a drawing-room car, and run through to Waukesha, picturesque, hilly and expensive, and one hundred miles away, arriving at seven o'clock in time for a jolly supper. An evening in Waukesha means all the hurrah and buzz of an elegant and popular summer resort. Next morning rise reasonably early, and start off for Oconomowoc to dinner, and Lakeside for supper, thirty-five miles in all, of the most delightful and wild country. Forty blue lakes within a square mile, set like gems deep in emerald hills, each height crowned with some Chicago or Milwaukee

man's summer house, each valley and shore with a splendid hotel at which the bicyclist findeth much joy in bills of fare a yard long, and swallow-tailed waiters who will fetch you the earth for a quarter fee. This is the wonderful county that has been the scene of the most gorgeous bicycle tours, both in point of numbers, reception and programme, that have actually occurred in this country, when the Milwaukee Bicycle Club was in its grand days, the largest club in the country, and the finest people on its rolls. Those days were several years ago, when the entire West would journey to Milwaukee in July, and join in those annual tours, and for three days and nights revel in grand balls and banquets, whose floral decorations were marvels, scenery sublime, receptions magnificent. Milwaukee does not do this any more, and western wheelmen wonder at it. The reason is, the old leaders are gone; it was Angus Hibbard, Andrew Hathaway, Frank Stark, Haskins, Birkhaeuser, Nash, Friese, and the noble sixty who composed the gallant Milwaukee Bicycle Club, that made Rome howl then. The leaders are nearly all married now and listening to something else howl. Even the inimitable and versatile Hibbard, whose bicycle songs are sung all over America, will soon be linked for life, and then good-by to the brightest light in wheeldom, for a year or two at least. That the ladies will stand the tour is beyond question. At Lakeside some of the gentlemen will leave on the next morning's train for Chicago, and the tricyclists will linger another day.

Prince, Armaindo and Anderson closed a very successful tournament Saturday evening, in which the two former rode bicycles against the latter's horsemanship, and lost. The people rushed to see it in crowds, and big money is no doubt made. Chicago is to have a fine bicycle track at last, on the North Side. The Legrand Roller Skating Rink Company was chartered to build an immense rink solely for roller skating, but was induced by our wheelmen to include also a fine bicycle track of about seven laps to the mile, of lengthened flooring finely matched, all under cover in an elegant building. Once a week, after nine o'clock, the floor is to be cleared and a bicycle race indulged in. Wheelmen can practise all they desire during the day. Strictly amateur. The West Side is building an establishment almost similar.

B. B. A.

CHICAGO, 25 August, 1884.

## CURRENT CALAMO

### Over the Handles.

Tune,—"Over the Garden Wall."

One day I was riding my wheel so free,

Toward the garden wall;

A charmer was standing and looking at me,

From over the garden wall.

Her face was fair,

So saucy her air,

I was rattled completely,  
And right then and there  
I took a bad header,  
And flew through the air  
Over the garden wall.

CHORUS: Over the garden wall,  
A terrible, terrible fall;  
I never did yet  
A header get  
That filled my soul  
With such regret,  
As the time I struck  
Head-first in the wet,  
Over the garden wall.

I picked myself up and said, "How do you do?"  
Over the garden wall.  
She said, "I'm certainly better than you,"  
Over the garden wall;  
"But much I should like,  
To know why you strike,  
And get so hot, and muddy, and dusty like,  
And take such a header from off your bike,"  
Over the garden wall.

CHORUS: Over the garden wall, etc.

"My dear," said I, "I can surely explain,"  
Over the garden wall;  
"The case in a moment, if I may remain,"  
Over the garden wall;  
"Your glance was so shy,  
I wished to be nigh,  
So over the handles I went with a fly!  
But now I beware of a saucy black eye,"  
Over the garden wall.

A. S. HIBBARD.

THE music is about to commence.

OUR wheelmen will be swinging round the circle this month.

MR. HILLMAN, of Hillman, Herbert & Cooper, Coventry, England, is expected daily to pay Boston a visit.

THE BICYCLING WORLD is getting brighter with each succeeding issue.—*Herald*.

Do we understand that the *Wheel* challenges the WORLD to a race? If so, we shall put our staff immediately into training.

THE recording secretary of the League announces that there have been 2,207 renewals of membership to the League.

A GOOD bag for carrying one or two articles of clothing for change on long trips is made like a lady's shawl-bag, and is strapped on to the handle-bar in the following manner: On each side of opening in the bag, sew a thick, stout strap, with buckle on one to strap the bag together. Leave a loop at the sewed-on end of each strap. Then, when fastened on to machine, use small straps and fasten to spring on one side, and under brake on the other side. By the use of such a bag, in case of a header, your handle-bar is saved, in a great measure, from those disagreeable bends, and, at the same time, the bag makes a comfortable cushion in coasting. Should any one wish to carry more luggage than such a bag will accommodate, a similar bag may be made to strap around the axle of front wheel (inside), but the first mentioned will hold a flannel shirt, part of pants and stockings, with one or two small articles.

# THE RUDGE RACER

At LOUISVILLE, KY., Aug. 14-15, and at PITTSFIELD, MASS., Aug. 14, the following races were won on the RUDGE RACER:—

## AT LOUISVILLE.

DOLPH won 1 mile, 2.50 $\frac{1}{4}$  (best on record).  
 " " 10 " Inter-State.

BETTISON won  $\frac{3}{4}$  mile dash.  
 WOODSIDE " 10 " Professional.

## AT PITTSFIELD.

HAMILTON won 2 mile.  
 WOLLISON " 5 " Special  
 " 2 " County Championship.

SPRINGFIELD CLUB won Relay Race.

The CHAMPIONSHIPS OF ENGLAND, FRANCE, GERMANY, AMERICA, and SPAIN have all been won on the RUDGE RACER.

These facts prove most conclusively that the RUDGE is both strong and fast, and its success on the road and path remains unequalled.



## AMERICAN RUDGE,

THE ONLY

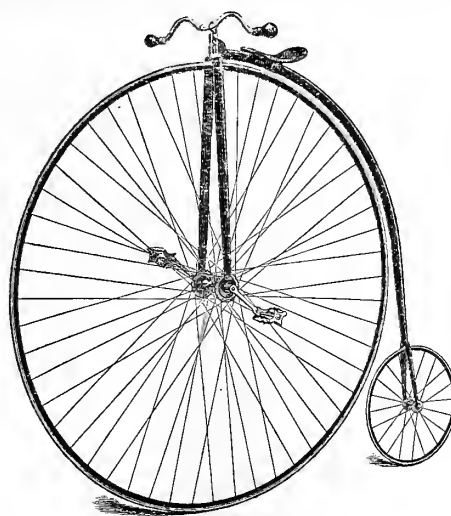
FIRST-CLASS ROADSTER  
 at a Reasonable Price.

Rudge's Unequalled Ball Bearings to both wheels.

Hollow Forks and Backbone.  
 Direct Spokes (eighty to front wheel).  
 Curved Handle-Bars.  
 Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



## RUDGE RACER.

One Mile Record of the World,

**2 Min., 40 $\frac{1}{2}$  Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

Price, 50-in., Enamelled and Nickelled, \$140.



## RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.

The first Bicycle ever ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

Weight, 36 pounds.

Price, 50-in., Enamelled & Nickelled, \$140.

SOLE AGENTS FOR THE UNITED STATES,

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10 Milk Street, BOSTON, MASS.

SEND FOR THE LARGEST CATALOGUE YET PUBLISHED, BEFORE ORDERING.  
 RELIABLE AGENTS WANTED EVERYWHERE.



# COLUMBIA BICYCLES AND TRICYCLES.

*THE POPE MFG. CO. would respectfully announce that after long and careful experiments with five different speed and power tricycle attachments in different forms, they have completed one which seems to them satisfactory, and have it ready in sufficient numbers to supply it on their new machines, and to any Columbia tricycle.*

## THE COLUMBIA POWER-GEAR

*Is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material, and with the finest workmanship, and so as to avoid all unnecessary added friction by its use.*

Price of Columbia Tricycle - - - - - \$160.00  
With Power-Gear - - - - - \$180.00

The COLUMBIA POWER-GEAR will be applied to any Columbia Tricycle, at our factory at Hartford, Conn., for \$25.00  
SEND STAMP FOR 36-PAGE ILLUSTRATED CATALOGUE.

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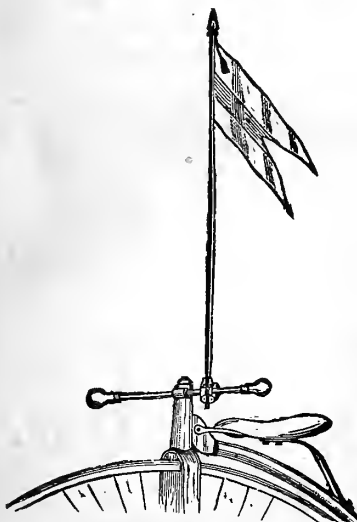
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—MANUFACTURERS OF—

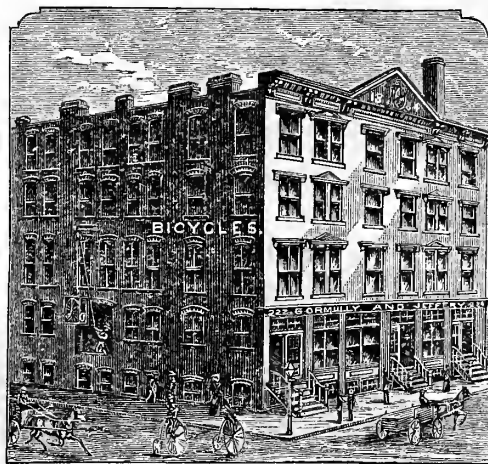
The Light Running, Strong, Well Finished

## IDEAL BICYCLE.

SIZES FROM 38 TO 50 INCHES. PRICES FROM \$35.00 TO \$72.00.



Price of  
Flag-Staff,  
complete,  
with fasten-  
ings, \$4.00.  
Silk Ban-  
ners, with  
Gold Letters  
and Gold  
Fringes,  
\$8.00.



Five floors exclusively devoted to the manufacture of Bicycles and Bicycle Sundries.

Our  
facilities  
for  
Repairing  
and  
Nickel-  
Plating are  
unsur-  
passed.



Price of Step, \$1.50.

Can be attached to any bicycle without drilling or otherwise weakening backbone. It is furnished with a rubber cap, giving it a firm and elastic footing, and preventing slipping.



Our No. 5 bell,  
"The Superb,"

Price, \$2.00, has a continuous chiming sound and of superior finish.

The bicycles are neatly gold striped and nickelled. This is absolutely the best bicycle for the price in the market. Special facilities for exporting. Manufacturers of a complete line of sundries, bells, flag-staffs, rubber adjustable steps, long distance saddles, tool bags, etc.

ALBERT E. PURDY, a Warsaw, N. Y., bicyclist, was refused admission to the baggage car of Erie train No. 1, at Portage Bridge, Thursday evening, because he was accompanied by his wheel. The baggage master stated in explanation that this was a new order from headquarters. No machine could be admitted without an order. This will be interesting news to a large number of bicyclists who have been wont to patronize the Erie. It is thought this move is made in the interest of the express company.

A NEW danger threatens society, and it comes in the shape of the bicycle. The bicycle is almost noiseless on a good road, and young men driving their sweethearts would do well to keep a sharp eye to the rear, as some very funny things have been witnessed by wheelmen riding behind buggies. I heard how one wheelman rode behind a buggy for some distance, quite undecided as to whether the pretty girl in the buggy, all dressed in white, had a black sash on or not. He tried the experiment of riding close up and blowing his whistle, and the black girdle disappeared as if by magic. She was wearing a coat sleeve with an arm in it. — *St. Louis Spectator*.

THE third 'cycling and coaching party of the Boston Club will be given 13 September. The club will start from 87 Boylston street, at 3 P. M., and attended by two coaches, in charge of R. J. Toombs and Geo. A. Doane, proceed to Massapoag Lake, Sharon, where boat races and club games will be given. The success of the new feature of 'cycling is so well established, that this run is looked forward to as the event of the autumn season.

A MINISTER in Cleveland rode to church last Sabbath, on a bicycle. As he swept up to the sacred edifice, a large Newfoundland dog, belonging to the senior deacon, came lumbering out to greet the pastor. The bicycle struck the canine head on, under a full head of steam, and ran him down with a shock that could be plainly felt with the naked eye. The reverend took a header, and jammed his high silk hat down over his ears so tight, that he had to crawl clear through it to get out of it. The scattered leaves of a seven-head sermon flew around the avenue like a theological snow storm. The dog made Rome howl with his wails, and attracted a crowd of 300 people. The parson's coat was split down the back and his trousers ripped across the knees. He pinned up the knees, and he had to wear a pepper and salt sack coat the sexton loaned him. When he appeared in the pulpit in this garb, the congregation smiled, and when he announced his text, 2 Kings xii, 6, "But it is so . . . the priests had not repaired the breaches" — there was n't at dry eye in the conventicle. — *Burlington Hawkeye*.

WM. READ & SON has just received a light racer Royal Mail tricycle of the

open front pattern. It has a central gear and scales at fifty-five pounds. We shall have a look at the machine the coming week.

"TRICYCLING for Ladies" is now in press across the water. We have booked an order for a supply of the work, and will receive orders, though we cannot at present fix a price.

THE Overman Wheel Company has received a patent in England for its excellent saddle, seat spring, and ribbon steering, now used on the 1884 pattern of Victor tricycle.

ENGLISH 'cyclists are showing a preference for loose knickerbockers over the tight knee breeches.

It will be interesting to find out who the "Higham, of England" was, that competed with Westbrook, at Seaforth, Canada. It was not our Harry.

H. B. Donly, secretary of the Canadian Wheelmen's Association, while riding at a fast pace in the dark a few weeks ago, fell and dislocated his left shoulder and sprained his right wrist.

THE board of officers L. A. W. will hold their fall meeting on the occasion of the Philadelphia tournament in that city.

MR. GEO. C. OETERS has been chosen president of the Missouri Wheel Company, in place of Richard Garvey, resigned. Mr. Garvey will locate in New York, and superintend the manufacture of the Duryea saddles.

It is reported that Chicago wheelmen have gone into mourning because they couldn't get up Corey Hill and a St. Louis fellow could. It was a young fellow, too.

SOME weeks ago we announced that Mr. A. T. Lane, of Montreal, had loaned a tricycle to a fellow named Speechley, and that the borrower had failed to return it. The machine has been found in the hands of a firm of pawnbrokers and recovered.

VOLUME 2 of the WORLD is entirely out of print, and we cannot fill orders for full sets. We have but very few copies of Vol. 1.

A MASSACHUSETTS consul recently addressed a letter, asking for sanction for a race meeting, to Mr. Jenkins, "secretary of the racing board." Where can he have been since last February. Wake up.

WE have been waiting to hear some bold spirit come forward and announce that he will attempt to break all records to twenty-five miles, at Springfield. Such an attempt, if set down for the forenoon of one of the days, would have an interest for 'cyclers, though we do not believe it would be the right thing on a programme of races. Prince or Howell might capture some of the professional records, and Brooks or Dolph would, we do not doubt, be glad to try for the amateur numbers.

LILLIBRIDGE BROS. have their new saddle ready for the market. It looks well in the picture, and is capable of being adjusted in height, width and tension.

## RACING NEWS

### Buffalo Tournament.

THE fourth annual tournament of the Buffalo Bicycle Club was held to-day, at the driving park, and was a splendid success in every sense of the word. A large crowd, beautiful weather, and a track that was in perfect condition, left but little to be wished for.

A parade was given by the local club and their guests through the principal streets and parks of the city immediately before the races, and the wheelmen were frequently applauded. There were one hundred and twenty men in line.

*Officers of the day.* — Referee, President J. E. Danelson; judges, F. B. Graves, Rochester, Capt. A. F. Webster, Toronto; clerk of the course, Sec'y C. F. Butler, Buffalo; starter and scorer, Capt. George Dakin, Buffalo Bicycle Club; time-keepers, J. H. Addington and J. H. Isham, Buffalo Bicycle Club, C. H. Hipinstall, S. Thomas, Ont.; recorder, C. K. Alley, Buffalo Bicycle Club.

The single fancy riding was the first on the programme. The entries were: W. B. Barber, M. F. Shafer, C. J. Conolly, W. A. Turpin, W. E. Kaufman, Rochester; W. M. Hurst, Toronto; Neil Campbell, Niagara Falls. It was arranged that the exhibitions of the different competitors should be given between the other events. Each was limited to eight minutes. W. A. Turpin, of Rochester, was the first, and gave a good exhibition. He was followed by W. M. Hurst, of Toronto, who certainly could give all the rest many valuable pointers. He was applauded again and again, and again, and some of his work was really remarkable. He did the "handkerchief" and "spider" acts with as much grace and skill as Canary, and apparently had a few tricks to spare when his time was up. W. E. Kaufman, of Rochester, was the third competitor for the fancy riding. He did not attempt as many movements as his predecessors. His principal feat was riding on one wheel, and was very neatly done. Neil Campbell, of Niagara Falls, concluded the single fancy riding in good style. He ended by riding one wheel with backbone detached, which was ruled out as not being a bicycle trick. The first prize, a \$20 gold medal, was awarded W. M. Hurst, and the second prize, a \$15 gold medal, to W. E. Kaufman.

Messrs. Turpin and Kaufman, of Rochester, gave a fine exhibition of double fancy riding, and, as they were the only entries, had a very easy time winning the medals.

### RACES.

One-mile club championship, first heat, best two in three, for the A. M. Edwards

medal. J. H. Hedge, H. B. Smith, C. F. Hotchkiss, and C. E. Troop started. Troop took a header at the start, and the three went around as far as the third quarter in the following order: Smith, Hedge, and Hotchkiss, where Smith and Hedge changed places. Time for Hedge, 3m. 8½s.; Smith, 3m. 10.

One-mile green race, open to club members who never won a prize. The entries were: H. C. Drullard, A. C. Richardson, A. E. Hoddick, W. J. Plummer, C. W. Adams, W. E. Donaldson, G. W. Chase, T. A. Russell, and R. A. G. Ault. In starting, Adams opened up the fun by taking a tumble, and he had hardly remounted when he went over again. He wheeled a splendid race, though, and passed all the tail-enders before the three-quarter pole was reached, where Drullard was first, Russell second, and Chase third. They finished in the order named, and Adams was just passing the fourth man, when the two collided and went down with a smash, completely wrecking Adams' wheel. First prize, \$20 gold medal; second prize, road lamp; third prize, club monogram pin.

One-mile club championship, second heat. Won by Hedge in 3m. 20½s., Smith second, Hedge third; Hedge thereby winning the medal for the second year. Smith received a \$20 gold medal as second prize, and Hotchkiss a McDonald cyclometer as third prize.

Slow race, one hundred yards. There were seven entries, and was won by Neil Campbell, of Niagara Falls, in 4m. 7½s., who secured a Duryea saddle.

Two-mile dash, open to all. C. F. Lavender, Toronto; D. N. Milley, Buffalo; C. J. Conolly, C. A. Smith, Albert Shirck and George Meyer, of Rochester; H. P. Davies, Toronto; J. Edington and W. A. Turpin, Rochester; John V. Barross, Attica; M. F. Schafer, Rochester; G. H. Camehl, Angelica; G. H. Terry, Batavia. A fine start was made, and Milley, Barross, Terry and Lavender rapidly left the others behind. Milley covered the first mile in 3m. 3½s., with the three behind him in the order named. Upon the first quarter of the second mile, Milley dropped back to fourth place. Passing the three quarter pole Barross was first, with Terry and Lavender close behind, and Milley not a score of feet further back. Here, in some way, Barross, Terry and Lavender were mixed up, and a terrible fall was the result. It was a most unfortunate collision for Lavender, for when he was picked up it was found that his left arm was badly broken, both bones of the forearm being fractured. His wheel was also broken; in fact, is a complete wreck. Milley, in some way, escaped, and came in first, in 6m. 20s. Terry, who remounted, secured second place, and Schafer third. First prize, Bull & Haynes gold medal, valued at \$30; second prize, pair of ball pedals.

One-mile tricycle race, open to all. Won by Neil Campbell, of Niagara Falls, in 4m. 7s.; Geo. Dakin second in 4m. 10½s. Prize, \$20 gold medal.

Three-mile club championship. Won by D. N. Milley, in 10m. 16s.; C. F. Hotchkiss, second, in 10m. 19½s.; H. L. Drullard third. W. E. Donaldson dropped out on second mile. First mile, 3m. 22½s. Second, 6m. 44½s. First prize, Riegel & Robinson \$100 badge. Won this time by Milley the third time, thereby becoming his personal property; second prize, L. A. W. pin and bar; third prize, Buffalo Bicycle Club pin.

The Buffalo Drill Corps here gave a fine exhibition drill, and won admiration and applause. Capt. Geo. Dakin commanded, with Messrs. F. Drullard, Newman, Choate, Cant, Hayford, Addington and H. Drullard.

One-mile dash, open to all. First prize, gold medal, \$20; second prize, gold medal, \$10. There were thirteen entries for this race, but only six started. Milley took the lead on the start, and at the quarter he still led, with Barross second and Smith third. Rounding the upper turn Barross and Milley exchanged places with Smith, a good third. The race home was very exciting, and was won by Barross in 3m. 1½s., with Milley and Smith right behind.

Time race, open to club members. Twenty-two men started. The time drawn was 4m. 5s., and would have been won by the first man in if he had crossed the line, but instead of crossing, he turned around within a foot of the wire and allowed C. B. Graves, the second man, to secure it. Mr. Graves declined the prize, a \$3,000 accident insurance policy of the Fidelity Company in favor of R. H. James, the first man, who made the mistake of not crossing the wire.

Five-mile dash, open to all. Prizes were: \$40 gold medal, \$20 gold medal, and a cradle spring. This was an exciting and close race throughout and was won by Barross in 16m. 39s., with Robert Barker, of Lockport, second, and M. F. Schafer, of Rochester, third.

In the evening a banquet was given the visitors at the "Genesee," and one hundred and twenty sat down. After the covers had been removed, the venerable president of the club, Dr. Danelson, welcomed the visitors, and proposed the following toasts:—

"The Steeds of Steel,"—the Bicycle and Tricycle." Responded to by Dr. Geo. E. Blackham, of Dunkirk.

"The League of American Wheelmen." Responded to by Sec'y C. K. Alley, of the L. A. W.

"Our Guests." Responded to by J. O. Munroe, of Buffalo.

"The Canadian Wheelmen's Association." Responded to by C. E. Lailey, of Toronto.

"The Cyclists Touring Club." Responded to by Dr. A. G. Coleman, of Canandaigua.

After a short smoke and talk, the fourth annual meeting and banquet of the Buffalo Bicycle Club was declared over and done for.

BUFFALO, 27 August, 1884.

#### Springfield Prizes.

THE detailed list of prizes of the Springfield Bicycle Club for the coming tournament, are announced, a summary having already been published. In addition to the prizes for the record races, the winners will receive other prizes if they break records. These rewards are in a three-mile race a \$50 watch, in a five-mile race a \$75 gold watch, and in a ten-mile race, a \$150 gold watch. There are also to be prizes for the best-appearing clubs, etc., some of which rewards are not yet announced. The race prizes are as follows:—

#### 16 September — First Day.

1. One-mile professional, bicycle; first prize, \$50 cash; second, \$30 cash; third, \$20 cash.

2. Ten-mile amateur, bicycle; first prize, Springfield prize cup; second, tea-set, chased, gold inlaid and gold-lined, value \$90, third, ice water set—ice urn, two goblets and slop, value \$62.50.

3. One-mile, 3.20 class; first prize, gold medal, value \$50; second, gold medal, value, \$30; third, silver stop-watch, value \$20.

4. Two-mile tricycle; first prize, prize cup, chased, etc., gold inlaid, value \$62; second, silver stop-watch, value \$37; third, toilet set, three bottles, chased and gilt, value \$25.

5. Three-mile tandem; two first prizes, two umbrella racks extra fine and gilt, value \$75; second, two berry dishes, one special and gilt, one silver, value \$45, third, two stop watches, value \$30.

6. One-mile, 3.16 class; first prize; statuette—Mars, old copper, value \$50; second, epergne, silver, glass dishes and two vases, value \$30; third, vase lamp, gold and silver, value \$20.

7. Three-mile professional; first prize, \$75 cash; second, \$45 cash; third, \$30 cash.

8. Three-mile tug of war; three first prizes, statuettes, "Buffalo Hunt," old silver, value \$75; three second prizes, three cigar boxes, bicycle tip, old copper (holding fifty cigars), value \$45.

9. Two-mile, 6.25 class; first prize, Stevens rifle, value \$62; second, jewel stand, gold inlaid, enamelled glass, value \$40; third, statuette, "Dying Gladiator," old silver, value \$25.

#### 17 September — Second Day.

1. Ten-mile professional; first prize, \$250 cash; second, \$150 cash; third, \$100 cash.

2. Two-mile open; first prize, tea service, embossed, chased, gilt, S. & C., six pieces, value \$62; second, toilet vases, silver and gold inlaid, value \$37; third, silver stop-watch, value \$30.

3. One-mile without hands; first prize, gold watch chain, value \$50; second, epergne, silver, three glass dishes, value \$30; third, bicycle rifle, value \$20.

4. Three-mile, 9.50 class; first prize, gold watch, value \$75; second, gold medal, value \$45; third, diamond pin, value \$30.

5. Five-mile Victor tricycle; first prize, Victor rotary tricycle (presented by the Overman Wheel Company) value \$160; second, tea service, chased, six pieces, gold lined S. & C., value \$60; third, ice urn, three quart, chased and gilt, value \$40.

6. Half-mile dash; first prize, umbrella rack, terra cotta, silver and gold mounted, value \$25; second, cigar box, old box copper with dogs on cover, value \$15; third, toilet set, value \$10.50.

7. One-mile professional; first, \$50 cash; second, \$30 cash; third, \$20 cash.

8. Five-mile record; first prize, Springfield prize cup; second, smoking set, stand and lamp, smoking table, old copper and hammered, value \$65; third, Stevens rifle, value \$40.

9. Two-mile tandem; two first prizes, gold medals, value \$75; two second, two vase lamps, hammered, old copper, value \$50.

#### 18 September — Third Day.

1. Three-mile professional record race; first prize, \$75 cash; second, \$45 cash; third, \$30 cash.

2. Half-mile, 1.40 class; first prize, gold medal, value \$25; second, berry dish, fine cut-glass, gold and silver inlaid, value \$15; third, toilet set, silver, three bottles, value \$10.50.

3. One-mile ride and run; first prize, folding triplicate mirror, mounted, silver and gold, value \$50; second, ice-water tilting set, chased, value \$30; third, diamond pin, value \$20.

4. Five-mile, 16.40 class; first prize, gold watch, value \$100; second, prize cup, special design, silver and gold finish, value \$60; third, prize cup, special design, silver and gold finish, value \$40.

5. Five-mile professional; first prize, \$100 cash; second, \$60 cash.

6. One-mile tandem; two first prizes, two epergnes, one silver, 1 gold inlaid, value \$64; two second, two desert sets (each set berry dish, sugar and cream), value \$40.

7. Ten-mile record; first prize, Springfield prize cup; second, tea service, handsomely chased, gold inlaid, six pieces, value \$90; third, gold watch chain, value \$60.

8. One-mile tricycle; first prize, plaques, hammered, copper and gold finish, value \$50; second, tea urn, chased, value \$30; third, flower vase stand, silver and gold inlaid standard, fine engraved glass, value \$20.

9. One-mile open; first prize, French marble clock, value \$50; second, gold medal, value \$30; third, cigar box, holding one hundred cigars, dog tip, old copper, \$20.

#### 19 September — Fourth Day.

1. Five-mile open; first prize, Springfield prize cup; second, smoker's set, smoking table, hammered, old copper, value \$65; third, tea service, silver, gold-lined sloop and cream, value \$40.

2. Five-mile professional; first prize, \$100 cash; second, \$60 cash; third, \$40 cash.

3. Half-mile, 1.32 class; first prize, India chased, Russian gold inlaid vase, value \$25; second, stop-watch, valued \$15; third, gold ring, value \$10.

4. One-mile tug-of-war; three first prizes, three jewel stands, gold inlaid, satin lined, value \$59.50; three second, three flower vases, gold inlaid standard, decorated vases, value \$30; three third, three individual sets, silver, value \$21.

5. Three-mile record race; first prize, Stevens rifle, Lord model; second, Stevens rifle, hunter's pet; third, Stevens bicycle rifle. Presented by J. Stevens & Co.

6. Five-mile professional record race; first prize, \$100 cash; second, \$60 cash; third, \$40 cash.

7. Three-mile tricycle; first prize, gold watch, value \$75; second, ice-water set, embossed, chased, five pieces, value \$47.50; third, prize cup, special, silver, chased, gold lined, value \$30.

8. Three-mile open; first prize, gold watch chain and charm, value \$75; second, art piece, Cleopatra figure, finished in silver and gold, value \$45; third, epergne, value \$30.

9. One-mile consolation; first prize, tea service, chased, gold lined, S. and C., value \$50; second, umbrella rack, terra cotta, silver and gold standard, value \$25; third, toilet set, three bottles, value \$20; fourth, jewel stand, jewel-table, engraved, gold inlaid, value \$16; fifth, cigar box holding twenty-five cigars, dog tips, old copper, value \$10.

THE SPRINGFIELD TOURNAMENT.—The parade at Springfield is expected to be one of the most attractive features of the tournament. It will occur 17 September. The clubs taking part will meet on Hampden Park at 8.30 A. M. and be ready to start at 9.30. Division No. 1 will form on the east side of the mile track, with the head resting at the south end gate; division No. 2 will form on the west side of the mill track, with the head resting in front of the grand stand, and Division No. 3 in the rear. Leaving the park, the procession will pass through Clinton, Main, Carew, Chestnut and Worthington streets, to and down Main street, and countermarch up Main street to the park.

The programme for the exhibition of fireworks on Thursday evening, is very attractive, and includes ninety pieces. One piece called "Our Greeting to Our Visitors," will contain 4,500 square feet. The "Kaleidoscope" will give a representation of the color changes and combinations of the kaleidoscope in brilliantly colored fires. "Our Badge" will be an immense representation in appropriate colors of the local club's badge. "The Bicycle Wheel" will have in ornamental letters "L. A. W." The "Sun of Glory" will contain a number of heavily charged cases arranged in consecutive rings and interspersed with jeweled points. Great sprays of diamond light surround the piece, which terminates with heavy explosions. "The C. T. C. Badge" will be outlined in highly colored lance fires bearing the above letters and is dedicated to the Cyclists' Touring Club. The device called "Taking a Dive" will be appreciated by all wheelmen without description. The last piece on the programme will be "The Falls of Niagara," consisting of an immense body of flame sixty feet long, falling to the earth from a great height, followed by a grand "Bouquet Aerial" of five hundred rockets.

The same rates will be charged this year as last, except that the prices of boxes, \$20 and \$25, may be raised somewhat. Several checks have been received with requests to reserve boxes, but these will be dis-

posed of at a general sale a few days before the tournament. The admission to the park will cost only fifty cents. It is designed to provide seats for 6,000 persons, besides the 4,000 seated on the grand stand, by erecting an open stand, probably along the southern curve of the new track. These seats will either be free or cost but a small sum, perhaps ten cents. For the tug-of-war the competitors so far promised against the local club's team are the Newton and Pittsfield clubs and the Boston Ramblers. Over sixty individual entries for the races have been received to date.

NEXT week comes Hartford, Albany, and Philadelphia.

PROGRAMME AT HARTFORD, 7 SEPTEMBER.—One-mile (3.20 class) race, first prize, \$25 gold medal; second prize, \$15 silver medal. Two-mile tricycle race, first prize, Hartford ball-bearing sewing machine, a gift of the Weed Sewing Machine Company, \$70; second prize, imported porcelain vase lamp, \$25. One-mile, open to all, first prize, diamond stud, \$100; second prize, engraving of "Schreyer's Imperial Courier," \$40, framed in bronze and gilt. Five-mile State championship, prize, diamond and gold medal, \$80. One-mile club race, prize, gold medal, \$50. Half-mile, boys race, under sixteen years, silver medal, \$15. One-mile ride and run race, first prize, gold medal, valued at \$25; second prize, Stevens' bicycle rifle valued at \$13. Five-mile race, first prize, Colt's double-barrel, breech-loading shotgun, valued at \$100; second prize, "Schreyer's Cavalry Charge," \$50. One-mile tug-of-war, first prize, elegant silver cup, chased with gold, \$40; second prize, engraving by Bougereau, "Nymph and Satyr"; third prize, a group of Florentine statuary, entitled "Tug-of-War." Ten-mile race, first prize, a full-nickelled Expert bicycle, presented by the Pope Manufacturing Company, \$150; second prizes, French marble clock, \$40; third prize, French marble clock, \$40; third prize, crystal travelling clock, \$1.00. One-mile consolation race, gentleman's intaglio seal ring.

#### PROGRAMME AT ALBANY, 10 AND 11 SEPTEMBER:—

##### First day.

Novice's race, one-mile, Albany Club. Prizes, gold and silver medals.

Slow race, one hundred yards, open. Prize, stop watch.

Tricycle race, two-miles, open. Prizes, tilting water set, set of nickelled lamps.

Amateur fancy riding contest, open. Prizes, gold-lined cake basket, pair gold toothpicks.

Club championship, five-mile. Prize, gold medal.

Without hands, one mile, open. Prizes, brass lamp, racing suit.

Dash, half-mile, open. Gold medals.

Three-minute twenty class, one-mile. Prizes, silver fruit dish, set of sconces.

New York Division L. A. W. championship, five miles. Prize, gold medal.

##### Second day.

New York Division L. A. W. championship, one-mile. Prize, gold medal.

One-mile, Albany Club. First and second heats.

New York Division L. A. W. tricycle championship, one-mile. Prize, gold medal.

One-mile, Albany Club, final heat. Prizes, gold medals.

Handicap, three miles, open. Prizes, clock, worsted touring suit.

Ride and run, one-mile. Prizes, gold and silver medals.

Handicap, ten miles, open. Prizes, silver tea set, seven pieces, ice pitcher.

Consolation, half-mile. Prize, diamond League pin.

THE second annual race meeting of the Alleghany County Wheelmen will take place at Angelica, N. Y., 10 September.

THE races set down for the fair of the North Essex Agricultural Society at Haverhill last week did not come off. The secretary of the association asked Mr.



J. F. Adams, of Haverhill, to assist him to get up the races and he consented to do so. Mr. Adams writes us under date 26 August: "You were kind enough to mention it to some of your Boston flyers and they responded. Messrs. Burnham, Clark, and others came here to-day for the purpose of contesting. The weather was not fit, and the opening of the affair was postponed until to-morrow. This P. M. I went with Mr. B. and the others to the secretary's office to make necessary arrangements for to-morrow, and found that he, the secretary, was decidedly off in his ideas and would make no satisfactory arrangements about the races or the prizes,—in fact would say nothing more than that he would have our races run to-morrow; what it would be, or what the prizes were to be, he would not say. Under the circumstances, and very properly, those that came, gave up the whole thing and returned home. I feel very badly that I should be mixed up in the affair as much or little as I am, for I had no interest in the matter, beyond giving the cause a lift here and having the races run in good shape."

BRANTF RD, ONT., 27 August.—A bicycle race of ten miles for the championship of Canada and \$500 a side, between Westbrook and Morgan, which took place here to-day, resulted in favor of Westbrook by two feet; time, 33m. 15s.

COTTAGE CITY, 30 August.—Two-mile race, Howard Hart (1); T. C. Tobey (2). One-mile, boys, Eddie Fennessy (1); Jesse Trumbull (2). Half-mile tricycle, professional, John W. Wilson (1); David H. Mitchell (2).

FREDONIA, N. Y., 20 August.—One-mile, E. P. Cochrane (1), 3m. 36s.

WOODSTOCK, ONT., 26 August.—Games of the Woodstock American Athletic Association. One-mile open: C. F. Lavender (1), time 3m. 05s.; H. Davies, Toronto Wanderers (2). Two miles (green): Martin (1), Biette (2), both of Woodstock. Half-mile, Davies (1), Lavender (2); time 1m. 29.5s. Three miles, Lavender, barred, Davies (1), McKay, of Seaforth, (2); time 10m. 29.15s. Five miles (Davies not starting): Lavender (1), Lambe, of London, (2), Clarke, of Woodstock (3); time 17m. 39s. Fancy riding: Hurst, of Toronto Wanderers, won. Oxford County challenge cup: Clark (1), Martin (2). Half-mile, without hands: Lavender (1), Doyle, of Finegal, (2).

A SEVEN-DAY horse v. bicycle races begins at St. Louis on Monday. Anderson will ride the horses and Armaindo will ride the bicycle, alternating with an "unknown."

CHAMBERS was in town last Saturday. He has gone to Springfield to train. He will enter the bicycle races and also the tricycle contests, riding a Royal Mail of the Humber pattern.

RICHARD HOWELL won the one-mile championship of the world, 16 August, at Wolverhampton, defeating Fred. Wood; time 2m. 47.45s.

ALFRED NIXON and H. J. Webb have started on a tricycle run from Land's End to John O'Groats to beat the record. Nixon started first and twenty hours afterwards Webb followed, and it is thought that a very interesting road race will ensue. Webb rides a Humber and Nixon an Imperial Club. The present record is fourteen days.

The second annual one hundred mile road race will be held by the Boston Club, Saturday, 4 October, over the same route as used last year. The race will be open for bicycles and tricycles. A gold medal will be awarded to the winner and a silver medal to the second man. Time medals will be given to the first three bicyclers who cover the distance in ten hours and to the first three tricyclers who cover the distance in eleven and a half hours.

MR. HARRY W. HIGHAM denies that he was beaten by Westbrook, and says the contest must have been with another person of the same name.

POINT OF PINES, 25 August.—Three-mile race at the Caledonian picnic. There were four entries, as follows: Ed. P. Burnham, of Newton, George Cain, of Lynn, A. Anderson and J. Hughes, of South Boston. Burnham allowed the others a handicap of one lap. Burnham had a slight advantage at the send-off, and soon made up his lap. He crossed the line alone, the remaining contestants dropping out as they were over-lapped by Burnham. Time, 11m. 52½s. The prize was a solid silver cup valued at \$225.

THE Worcester Æolus wheelmen are arranging for a tournament at the Worcester Driving Park, 9 September. The programme will include half, one, two and five-mile races for club members and others for the outsiders.

## WHEEL CLUB DOINGS

At a meeting of the Greenfield (Mass.) Wheel Club the following officers were elected: President, H. O. Edgerton; captain, F. R. Hollister; secretary and treasurer, G. H. Kaulback; first lieutenant, B. F. Butler; second lieutenant, C. H. Field; bugler, F. L. Gaiges.

## 'CYCLISTS' TOURING CLUB

### American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

The first annual autumn tour of the American Division will be held in Boston 22-23 September, when the famous "wheel around the Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): S. Burrows, 19 Columbus street, Fort Wayne, Ind.; C. S. Byington, 31 North Pearl street, Albany, N. Y.; A. L. Garford, Elyria, Ohio; W. I. Harris, 357 Columbus avenue, Boston, Mass.; Theo. Rothe, 623 Washington street Boston, Mass.; C. F. Smith, Columbus, Ind.; Theo. Stevens, 231 Bank street, Cleveland, Ohio.

APPOINTMENTS.—Consul for Coplay, Pa., C. J. Schaadt; consul for Slatington, Pa.; J. F. Custard; consul for Columbus, Ind., C. F. Smith; consul for Elyria, Ohio, A. L. Garford; consul for the State of Wisconsin, B. K. Miller, Jr. Hotel for Slatington, Pa., the Slatington House, E. B. Neft, proprietor.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal. N. B.—Consuls wanted in every city and town in Canada.

## FIXTURES

- 5 September, Friday:  
Meet and parade under auspices of Massachusetts Division at Boston.  
Races of Boston Ramblers.
- 6 September, Saturday:  
Road race of Cincionati (Ohio) Wanderers.  
Races at Montreal.  
Races at Toronto.
- 9 September, Tuesday:  
Races of Connecticut Bicycle Club, Hartford.  
Races at Pittsfield, Mass.
- 10 September, Wednesday:  
Races at Montgomery, Ala.  
Business meeting N. Y. Division at Albany.  
Five mile championship N. Y. Division.  
Races of Albany Club, first day.  
Races at Weedsport, N. Y.  
Races at Angelica, N. Y.
- 11 September, Thursday:  
Parade of N. Y. Division at Albany.  
One mile bicycle and one mile tricycle championships of N. Y. Division.  
Races of Albany Club, second day.  
Races at Weedsport, N. Y.

- 13 September, Saturday:  
Races of Philadelphia, Germantown, and Pennsylvania clubs at Philadelphia.  
Coaching and Cycling Run of Boston Club.
- 16 September, Tuesday:  
First day of Springfield Tournament. Races at 2.30 p. m.
- 17 September, Wednesday:  
Second day of Springfield Tournament. Parade at 9 a. m. Races at 2.30 p. m.
- 18 September, Thursday:  
Third day of Springfield Tournament. Run to Holyoke at 9 a. m. Races at 2.30 p. m. Fireworks in the evening.
- 19 September, Friday:  
Fourth day of Springfield Tournament. Races at 2.30 p. m.
- 22 September, Monday:  
First day of Wheel Around the Hub.
- 23 September, Tuesday:  
First day of New Haven Tournament.  
Second day of Wheel Around the Hub.
- 24 September, Wednesday:  
Second day of New Haven Tournament.
- 27 September, Saturday:  
Championship races of N. A. A. A. A. and L. A. W. at Brooklyn, N. Y. Two and five mile bicycle.
- 4 October, Saturday:  
100 mile Road Race Boston Club.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**BICYCLES AND TRICYCLES.**—Send to the American Bicycle Company for list of sixty second-hand bicycles and tricycles; American Bicycle Company, Springfield, Mass. M. D. GILLITT.

**FOR SALE.**—Expert Columbia, 56-inch, full-nickelled, swinging spring, bent bars, ball pedals, used but little, \$130; Expert Columbia, 52-inch, full-nickelled, ball pedals, bent bars, ridden once, good as new, \$120; British Challenge, 54-inch, full-nickelled except felloes, ball pedals, in first-class condition, \$110. Address G. R. BIDWELL, 4 E. 60th street, New York.

**FOR SALE.**—A 52-inch British Challenge Bicycle, full nickle, except rims; in first-class condition, with a nickelled lamp and H. and T. Alarm Bell. \$110. J. H. TAYLOR, 1924 Green Street, Philadelphia, Pa.

**RUDGE FOR SALE.**—A 52-inch Rudge Light Roadster, nickelled, except wheels, balls everywhere; never has been used; owner lately died; cost \$152.50, will sell for \$142.50; everything complete. H. D. HEDGER & CO., 8 Church street, Boston.

**FOR SALE.**—A 54-inch Star, enamelled, rocking pedals, power traps, \$80, cost \$115, new this spring. ARTHUR H. BALL, Millford, Mass.

**FOR SALE.**—A 56-inch Astley, hollow forks, Æolus balls both wheels, direct spokes, adjustable step; never been used, \$70; cost \$110; a bargain. HENRY BALL, Hopedale, Mass.

**FOR SALE.**—Victor Tricycle, pattern of 1884. Used but little, good as new. Address X, care of BICYCLING WORLD.

## MILLER & POST,

AGENTS FOR THE

British Challenge,  
Rudge Light Roadster,  
and American Rudge.

A large stock of sundries on hand. Second-hand wheels bought and sold.

Catalogues furnished on Application.

55 East Second St. - OSWEGO, N. Y.

**BICYCLE SUITS MADE TO ORDER**

From the best zephyr worsted, at \$7.50; Tights, \$3.00; Knee Pants, \$2.50; Trunks, \$1.50; Jerseys, \$4.50; Stockings, \$1.50 pair.

JAMES WALDIE,

B. & A. R. R. Highlandville, Mass.

**NOTICE TO WHEELMEN.**

HARVEY & HARRISON, having enlarged their premises, are prepared to repair Bicycles and Tricycles at short notice. First-class work. Terms reasonable. P. S. — Painting and Nickel Plating a specialty.

48 and 50 WINCHESTER ST.,

Near Providence Depot.

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Patented, February 19, 1884.

Used by Hendee, Prince, Woodside, Corey, Landy, Jenkins, of Louisville, Eck, Morgan, Higham, Yates, also Miles, Armaindo, and Sylvester, and all the flyers. Can be used also on Star bicycles.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Why Suffer on the Road any Longer? Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

MISSOURI WHEEL CO.,

210 and 212 N. 12th Street - - ST. LOUIS, MO.

Send postal for list of New and 2d-hand Machines.



Sentimental and Humorous Poems of Bicycling by

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WHITE, STOKES & ALLEN,  
129 5th Ave., New York.

ORGANIZED MAY 6, 1881.

INCORPORATED JAN. 23, 1884.

HENRY E. DUCKER, Pres.

SANFORD LAWTON, Sec.

C. T. HIGGINBOTHAM, Vice Pres.

A. L. FENNESSY, Treas.



September 16, 17, 18, and 19, 1884.

**GRAND INTERNATIONAL BICYCLE TOURNAMENT,**

SPRINGFIELD, MASS., SEPT. 16, 17, 18, 19, 1884.

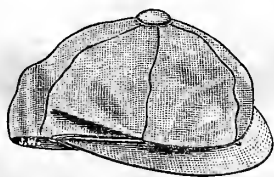
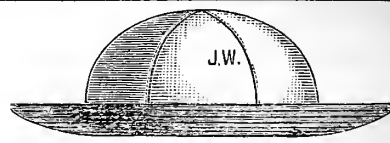
On which occasion upwards of \$20,000.00 will be expended. 36 Grand Races, no two alike: Eight 1-mile; four 2-mile; five 3-mile; four 5-mile; two 10-mile; three 1-2-mile; one each, 1, 2, 3-mile Tandem; one each, 1, 2, 3, 5-mile Tricycle. All Races run on a new and fast 1-2 mile track well fenced, and with a fixed pole. Grand Parade Wednesday, Sept. 17. Grand Display of Fire-works Thursday, Sept. 18. Full particulars in "Springfield Wheelmen's Gazette" for August; sample copy to all applicants. Entries close Sept. 10, to A. L. FENNESSY. Entry Forms furnished upon application. For further particulars, address

**SPRINGFIELD BICYCLE CLUB,**  
Springfield, Mass.

**HATS AND CAPS**

— FOR —

Bicycle and Lawn Tennis.



The HAT is made of White Duck, and the CAP is a HOOK-DOWN, made of White Flannel. We will send a sample of either on receipt of **SIXTY CENTS**, fully prepaid.

**THE JOHN WILKINSON CO.**

68 AND 70 WABASH AVENUE, CHICAGO, ILL.

**FOR SALE—BICYCLES.**

**50-inch BRITISH CHALLENGE** (painted and nickelled) with Excelsior Cyclometer, \$115.

**52-inch HARVARD** (full nickelled), \$110. Both are guaranteed in *perfect order*, and have been used very little. Address,

H. R. BRYAN, Hudson, N. Y.

**RACING MEN, ATTENTION!**

Send for List of **SHOP-WORN** and **SECOND-HAND RACING MACHINES**. Prices low.

**STODDARD, LOVERING & CO.**

10 Milk Street - - BOSTON.

**THE BOSTON SHOE.**

(PATENTED.)

MADE BY

**STRICKLAND & PIERCE,**

158 Summer Street - - BOSTON, MASS.

Approved by the leading riders, and worn by Hendee, Corey, Frazier, Woodside, and other well-known wheelmen. Price, \$5.00; to measure, \$6.00. Racing Shoes a specialty.

**THE STAR LAMP,**

**LUGGAGE CARRIER and TOOL BAG.**

Send for Illustrated Catalogue. Mention this paper

**ZACHARIAS & SMITH, Makers, Newark, N. J.**

# \$1,000 IN PRIZES.

## Third Annual Race Meeting of the Albany Bicycle Club, Albany, N. Y.

ISLAND PARK, SEPT. 10-11, 1884.

IN CONNECTION THEREWITH WILL BE HELD A

## Meet of the New York State Division of the L. A. W.

First Day, Sept. 10.

- |                            |                             |
|----------------------------|-----------------------------|
| 1-Mile Novices.            | 100-yds. Slow Race, open.   |
| 2 " Tricycle, open.        | Amateur Fancy Riding, open. |
| 5 " Club Champ.            | 1-mile without hands, open. |
| 1-2 " Dash, open.          | 1 " 3.20 Class, open.       |
| 5-mile State Championship. |                             |

Second Day, Sept. 11.

- |                           |                                |
|---------------------------|--------------------------------|
| 1-mile State Champ.       | 1-mile Albany Club (in heats). |
| 1 " Tricycle State Champ. | 3 " Handicap, open.            |
| 1 " Ride and Run, open.   | 10 " Handicap, open.           |
| 1-2-mile Consolation.     |                                |

Prizes for State Championships to be valuable Gold Medals, given by the Albany Club. Entries for State Championships close Sept. 1, to the Div. Secretary, B. G. SANFORD, Box 2425, New York City. Fees for each event, \$1.00. Entries for all open events close Sept. 5, to J. G. BURCH, Jr., Albany, N. Y. Entrance fees for open events, 50 cents. The officers' meeting will be held at Club House, evening of first day. Parade, morning of second day.

## THE FIRST ANNUAL MEET

OF THE

## New York State Division, L. A. W.

Will be held at and in conjunction with the Race Meeting of the *Albany Bicycle Club*, at

**ALBANY, on SEPT. 10 and 11, 1884.**

The MEET will embrace a BUSINESS MEETING, called for the evening of the 10th, at the rooms of the Albany Club, a Parade of the Division Members and invited guests on the morning of the 11th, and RACES at ISLAND PARK for the one and five-mile Bicycle and one-mile Tricycle Championships of the State, the prizes for which are elegant gold medals, gifts from the Albany Club to the Division, and which are to become the property of the winner. Entrance fee to each event, \$1.00; entries closing **Sept. 1.**

A cordial invitation is extended to the Wheelmen of the other Divisions to be present. All correspondence relative to the MEET and entrance fees for the Championships should be sent to the undersigned, Secretary of the Division.

P. O. Box 2425, New York City.

BENJ. G. SANFORD, Secretary.

## PHILADELPHIA, Saturday, September 13th, 1884. RACE MEETING

OF THE

## PHILADELPHIA, GERMANTOWN AND PENNSYLVANIA BICYCLING CLUBS,

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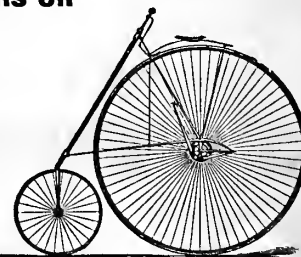
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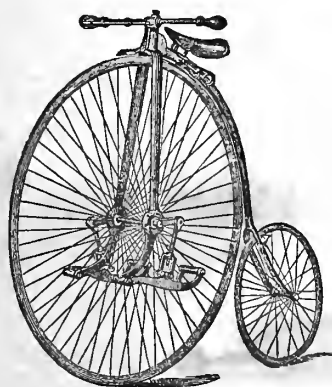
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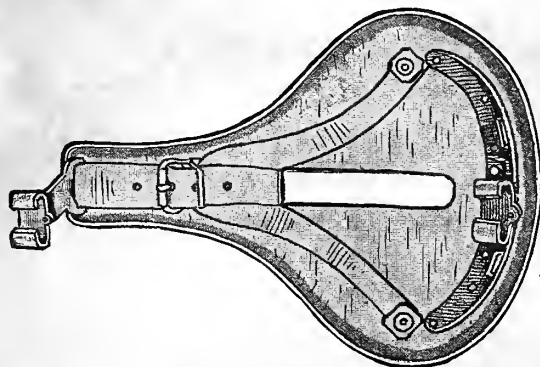
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Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

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BOSTON, 12 SEPTEMBER, 1884.

Volume 1X.  
Number 19.

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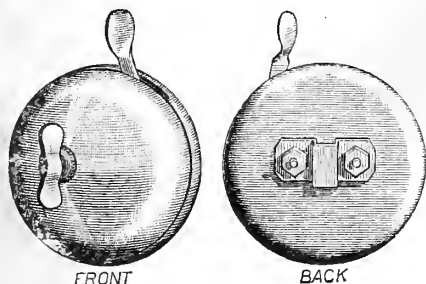
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Articles must be written on one side of the paper, and contain about 1500 words.

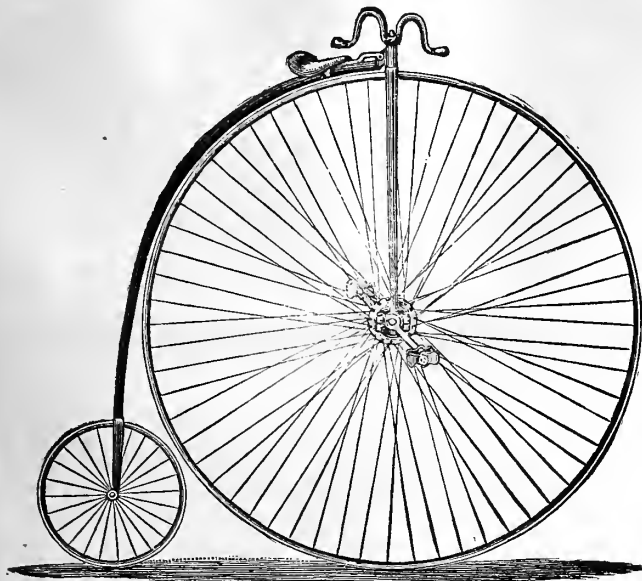
The title of the column explains its purpose. We intend that it shall contain hints, suggestions, tips, in fact anything and everything that will be of practical use to beginners after they have learned to ride the wheel.

In judging the article we shall consider the subject chosen and the manner of its treatment.

The articles will be published from week to week, with or without the names of the writers, as they may choose. Such articles as we may deem especially worthy, after selecting the two prize contributions, we shall recognize by complimentary subscriptions to the "World."

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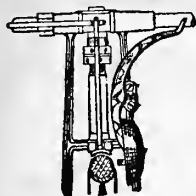
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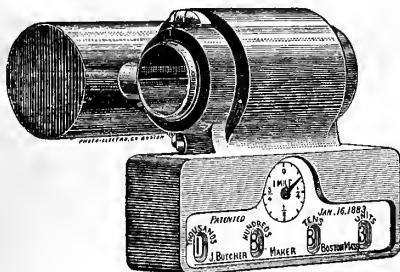
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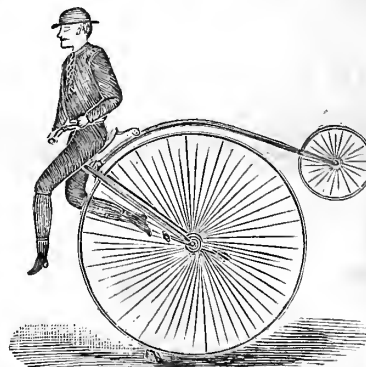
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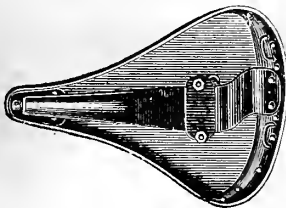
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Sam'l T. Clark & Co., 4 Hanover St., Baltimore.  
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J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 12 SEPTEMBER, 1884.

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## PUBLISHERS' ANNOUNCEMENT.

THE BICYCLING WORLD has been sold, the purchasers being J. S. Dean and Abbot Bassett. The paper will remain under the editorial management of the above-named gentlemen, whose every effort will be made to keep it in the front rank of 'cycling publications. The policy of the paper will not be changed, as it has been the endeavor of those controlling it

to be impartial and just in the treatment of all. We do not need to say much in behalf of the WORLD, as it speaks for itself, and its reception by the wheelmen and the trade has been exceedingly hearty and gratifying to its editors. We intend that the WORLD shall always furnish its readers with the latest and best of 'cycling news. We shall as hitherto make a specialty of practical matter, and keep our readers thoroughly posted on all that transpires in the 'cycling world. We thank our subscribers and advertisers for the generous support they have given us, and hope to merit their continued confidence.

THE Facile bicycle has never been considered a great machine for speed at short distances, but we notice of late that it has figured well on the path. On 21 August Mr. A. P. Engleheart, with one hundred and sixty yards start, won a mile open handicap by about twenty yards, in the very excellent time of 2m. 46s. This would be at the rate of about 3m. 2s. for the full mile. This must be considered as a very good performance for the little machine.

WE examined the racing machines of Howell and Sellers, the other day. The most noticeable feature was the great drop to the handle bars, and the shape and size of the handles. The handles, which are small, and with scarcely any bulb, are placed on an exact level with the saddle. It is said by the riders of the machines, that a better position is thus secured, and more complete control of the machine obtained.

OUR English cousins have had considerable trouble with their tracks, owing to the practice which prevails of running around to the left in some and to the right on others. When metropolitan riders visited the midlands, where they rode with the left hand on the inside, he was sure of a defeat, while a midlander stood no show in competing on a London track where the opposite rule prevails. It is now proposed to establish a uniform rule all over the country.

THE Kangaroo is raising Cain in England, with its name. The following note in the 'Cyclist' is interesting: "When Mr. Hillman telegraphed to us last Whitsuntide, 'We cannot send your Kangaroo this week,' he astonished the local

post office officials at Shepard's Beach; but the astonishment the name recently caused in Scarborough was much greater, when a Yorkshire farmer was told that a gentlemen was coming from London by steamer with a Kangaroo, on which he proposed to ride to Harrogate. The farmer offered the use of a loose box, alleging that 'the thing would get out of t'windows, if placed in the outhouse pointed out to him as its intended quarters. To this day he is ignorant as to how the thing louped along the rough Yorkshire roads from the seaside to the inland watering place." Mr. William Hillman, of the firm of Hillman, Herbert & Cooper, the makers of the Kangaroo, will be at Springfield with one of these queer machines.

THE BICYCLING WORLD some time since, called the 'cycling editors of our two leading papers, miserable penny-a-liners, stating that what they wrote was miserable trash, and not fit to be published. — *Lewee, in the Wheel.*

We leave our readers to judge whether such a statement is true or false. The gentlemen referred to, we hold in great respect, and we never could have been brought to make such a statement concerning them. We hope our contemporary will put a check on his correspondent, and keep him within hearing distance of the truth. Now that Lewee's identity is well established, he must be careful what he says.

A LAMENTABLE error in the new racing rules seems to have been made in stating that the time shall be taken from the "report" not the "flash" of the starter's pistol. This is an error that must an once be corrected, or else our records and racing rules will not receive the sanction of any athletic authorities in the world. — *The Owl.*

We fail to see the error. The proper place for the starter is on the line with or behind the mark. The timer should be close at hand. Both contestants and timer should have their eyes on their work, and should not be looking about for pistol flashes. On a bright sunny day a pistol flash can hardly be seen. The N. C. U. rule calls for a start from the report, and if they have not got the points of bicycle racing down finer than the athletic associations it is a matter of great surprise. Does the "Owl" find that the English records are not accepted by athletic authorities? If we are to go by sight let's have a dropped handkerchief. That can be easily seen, and there is no call for a report if it is not to be used.

THE following true story points its own moral for those who see in "professionals all bad and in amateurs all good." Not many weeks ago one of the neighboring cities announced a series of races. As is not unusual in such cases, they were not widely advertised, and consequently but few outside of the local wheelmen heard of it. A well known racer, however, apparently recognizing this lack of knowledge, formed the conclusion that it would be no difficult matter to obtain the prizes from unskilled countrymen. He, therefore, took into his confidence two other riders of no mean ability, who used machines not akin to his own, and the trio, well provided with Star, cranks and tricycles, set out with a fixed intention of occasioning a Waterloo. The weather, however, proved unpropitious, and in the evening at the hotel the invincible three, taking umbrage at something, threatened to return home, fully expecting that they would be held owing to the power of their names in drawing a crowd. Unfortunately for them, the manager was something of a sport, and, having a full appreciation of the scheme that had been devised, he rightly concluded that it would be much better for him to have close competition by local men rather than walk overs by experienced racers. He, therefore, offered no inducement for them to stay, and they withdrew. The result next day showed the wisdom of the management's action, for the races were very close and exciting, and the crowd was worked to the highest state of enthusiasm by the competition of the local wheelmen in whom they were individually interested. — *Herald*.

THIS is one side of a story, and it remains good till the other side is told. The facts in the case are these: — The North Essex Agricultural Society advertise a list of races to be given at its fair which was held at Haverhill, 22, 27, 28 August, and called upon Mr. Adams, of Haverhill, to assist in getting up a creditable affair. Prizes aggregating in value \$610 were offered by the management. Seeing the announcement, Mr. Burnham and others went to Haverhill to enter the races. The article above states that the races could not be held the first day owing to bad weather. This is true. On the same evening Mr. Adams went with Burnham and the rest to see Mr. Brickett, the Secretary, who would give them no satisfaction whatever. They found that he had procured no prizes, and he would not say what races were to be run, if any. Mr. Brickett said that the tricycle race was all arranged for and that it was to be between two Beverly men who had consented to run for a prize of equal value with their expenses to and from Haverhill. He would allow no other entries. Moreover, if any races were to be run, those who entered would be expected to pay ten per cent. of the value of the prizes as an entrance fee. Mr. Adams and the wheelmen were thoroughly disgusted, and left Mr. Brickett to run his races according to his own ideas. The *Herald* says the manager is "something of a sport," and we guess it hits the nail on the head.

#### Foreign Notes.

ALL the English tracks are not as level or as smooth as a billiard table. On one of them recently the surface was so soft that a sociable in the parade got stuck fast.

#### TWENTY-MILE CHAMPIONSHIP.

The twenty-mile professional championship, was won on Saturday, 23 Aug.

ust, at the Belgrave road grounds, by F. Wood of Leicester, in 59m. 18½s. R. Howell of Coventry, second. According to the table published the records for three miles up to fifteen miles were lowered.

The records stand as follows: —

Mile.	m. s.	Leader.
3	8.30	Wood
4	11.27	Battensby
5	14.21	Wood
6	17 15	"
7	20.12	"
8	23. 7	Battensby
9	26. 6	Wood
10	28.58	Battensby
11	32. 1	Wood
12	35. 7	"
13	38. 6	Howell
14	41. 9	Battensby
15	44. 9	Wood

Hancock, the rubber tire man, is dead. He is reported to have left about \$1,505,000.

The *'Cycling Times* says that Battensby is coming to America, and that Wood the winner of the twenty-mile championship, is expected to come over also.

The annual fifty-mile road race for the championship of Ireland, was won by E. T. McKay, at Phoenix Park, Dublin, 16 August.

#### Springfield Notes.

WITH fair weather and a perfect track it is probable that an effort will be made some time during the tournament to break the best one hour record. Howell is expected to try to cover twenty-one miles in one hour if all conditions are favorable when the time comes.

THE private boxes were all sold soon after the sale opened, many having kept their place in the line all night. The proceeds were about \$1,433.

DR. H. E. RICE has been appointed club surgeon, and the unfortunate victims of headers during the tournament will be promptly cared for.

THE Springfield Bicycle Club will yield the right of line on their parade to the club having the largest attendance, the home club bringing up last.

THE Springfield Bicycle Club's reception to Gov. Robinson on the Opening day will consist of the club's acting as escort in the evening. The wheelmen will have a torchlight parade on wheels, escorting the Governor to the City Hall where a Republican rally will be in progress. The wheelmen will then return to the Club Rooms and disband.

GOV. ROBINSON will grace the Springfield meeting on the opening day, the club having reserved a fine private box for his Excellency.

THE Springfield Club have distributed 60,000 fancy advertising cards with the four days' programme printed on the backs of them.

SOME idea of the amount of advertis-

ing done by the Springfield Club may be judged by the fact that their advertisement appears in ninety-three papers of all kinds. We think there must have been an oversight on the part of the genial advertiser, Mr. Ducker, as we notice our friend of the Wheel has not been favored, and we bespeak for him a share.

#### The Boston Picnic.

UNDER the auspices of the Massachusetts Division, a parade and picnic of wheelmen was held in Boston on Friday last, 5 September. The wheelmen assembled in front of the Vendome, at 9.30 A. M., and reported to Chief Marshal M. D. Currier as they arrived. Soon after the line was formed, and at 10.45 the procession started in the following order: —

Pacemakers, E. G. Whitney, E. R. Benson, bugler.  
Chief marshal, M. D. Currier.  
Staff — H. W. Williams, adjutant; Col. A. A. Pope,  
Rev S. L. Gracey, Prof. Williams, Frank  
J. Philbrick, H. O. Wollison, W. U.  
Lawson, Abbot Bassett.

#### FIRST DIVISION.

Commander, A. S. Parsons, Massachusetts Bicycle Club.  
Massachusetts Bicycle Club, Capt. E. W. Pope.  
Boston unattached riders.  
Maverick Wheel Club of East Boston, Capt. F. H. Brewster.  
Dorchester Bicycle Club, Capt. F. W. Archer; unattached riders.  
East Cambridge Bicycle Club, Lieut. Lienhardt.  
Cambridge Bicycle Club, Lieut. E. C. Stevens.

#### SECOND DIVISION.

W. W. Stall, commander.  
Unattached riders on Star machines.

#### THIRD DIVISION.

W. I. Harris, Boston Ramblers, commander.  
Boston Ramblers Bicycle Club, Capt. C. S. Howard.  
Lowell Bicycle Club, Capt. J. L. Pinder.  
Unattached riders.  
Brockton City Bicycle Club, Capt. Hayward.  
Fall River Bicycle Club, Lieut. McLane.  
Weymouth Bicycle Club.  
Belmont Bicycle Club.  
League of Essex County Wheelmen, J. Fred. Adams, commander.  
Lynn Cycle Club, Capt. W. C. Stewart.  
Lawrence Bicycle Club, Capt. Webb.  
Beverly Bicycle Club, Capt. Wood.  
Amesbury Bicycle Club, Capt. Greenleaf.  
Gloucester Bicycle Club, Capt. Parsons.  
Salem Bicycle Club, Lieut. Ingalls.  
Hawthorn Bicycle Club of Salem, Capt. Boudreau.  
Marblehead Bicycle Club, Capt. Hooper.  
Unattached riders of Essex county.  
Three hundred and twenty-five men in line.

The 'cyclists rode in double file, and as they counter-marched on Commonwealth avenue presented a pleasing appearance. Hundreds of interested spectators were gathered along the route over Commonwealth avenue, Chester Park, Beacon street, Brighton avenue, St. Mary's, St. Mountfort and Essex streets, Brighton avenue, Pleasant street, Beacon street, Harvard street, to the grove near the Hawthorne.

At the grove everything was not as it should be, and for this the wheelman have only themselves to blame. Circulars were sent to every known wheelman in Massachusetts, and the contents appeared in the daily and weekly press. Wheelmen were requested to send word of their intention to be present, that proper arrangements with the caterer might be made. Scarcely any notice was taken of the request, and only seventy-five men reported. On the strength of this report the committee ordered one hundred and

fifty plates the night before. When the committee were confronted with over two hundred on the morning of the parade, the caterer was ordered to furnish one hundred extra plates, and agreed to do so. We suppose he could not accomplish this with so short a notice, for the supply of food was wholly inadequate to the party, and many went hungry. The action of the wheelmen was not altogether creditable, for they attacked the tables long before the repast was ready, and made a rush for the food. It is safe to say that had the men waited for orders and allowed the waiters to serve the food, it would have gone much further than it did. The wheelmen returned to the city in squads as they pleased. A small party visited Corey Hill, and several attempts were made to mount it, but we cannot record a success. Mr. Ingalls, of Salem, reached the highest point made. Mr. L. L. Atwood, of Pittsfield, attempted to coast the hill, and took a severe header.

The affair was a grand success notwithstanding the unpleasant episode of the dinner.

#### The Tricycle to John-o'-Groats.

IN our last issue we noticed the fact that Alfred Nixon had started for John-o'-Groats, on a tricycle with the purpose to break the record from Land's End to that point, and that the next day Mr. H. J. Webb started after him on the same errand.

Alfred Nixon started on Saturday, 16 August, at 4.15 A.M., and beat his previous record, being nearly six days in front of it; and had his performance not been so closely followed by a better one, it would have looked a wonderful one. It must, to say the least of it, be mortifying to the veteran road rider, that his record only stood *some three and three quarter hours*, or until his pursuer came up; at the same time, it must not be forgotten that Nixon was on a heavy roadster, and in full marching order. His record is 8d. 11h. 45m.

Webb left Land's End at one o'clock on Sunday morning, 17 August, and on the next Sunday, 24 August, at 7.58 P. M., he arrived at John-o'-Groats, having in 7d. 18h. 50m. covered 89 $\frac{3}{4}$  miles -- an average of nearly 114 miles per day -- and this in the face of two accidents, one of which cost him nine hours' delay. Finding, on his arrival, that he had beaten Nixon's time by seventeen hours, the plucky rider determined to get another record or two, and on Monday commenced to retrace his steps -- or rather wheel-tracks -- after a good rest.

His complete record is as follows: --

1st day	— Exeter.....	123 $\frac{1}{4}$
2d	“ Gloucester.....	233 $\frac{3}{4}$
3d	“ Shrewsbury (accident). 319 $\frac{3}{4}$	
4th	“ Lancaster.....	428 $\frac{3}{4}$
5th	“ Crawford.....	552 $\frac{1}{4}$
6th	“ Rode all night to	
7th	“ Clashmoore (?).....	
8th	“ John-o'-Groats (accident) 898	

9th day—*En route back.*  
10th “ Finished at Inverness. . 1,048 $\frac{1}{4}$   
in 9d. 6h. 35m.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

#### Dolph's Performance.

*Editor Bicycling World:*— Probably as great a performance as ever took place on a wheel was that of Dolph, yesterday, 4th inst., at New London, Ohio, when he ran a mile in 2m. 40 $\frac{1}{4}$ s., and a half-mile 1m. 17 1-5s.

In speaking as I do, I do so advisedly, as Dolph's time, I presume, can never be accepted as a record for these reasons: --

The track on which he rode is a half-mile, of clay, measured three feet from the pole, and is claimed to be some thirty feet over in a mile. Dolph first attempted a mile, and to aid him, a scraper was run around the track as near the pole as possible, this left the track in poorer condition next the pole than it was outside, so his 54-inch racer was taken, and calculating the number of revolutions necessary, a mile was run around the track outside of where the scraper had run in which path (?) Dolph was to run. Everything was now ready for the trial of speed, and with five watches on him, Dolph was pushed off, making the mile in 2m. 40 $\frac{1}{4}$ s. This was done in the face of quite a wind, early in the afternoon. His next trial was a half-mile, later in the afternoon, when the wind had all gone down; with the same way of measuring the distance, his time for the distance being 1m. 7 1-5s.

Dolph, I understand, does not claim any records on the above performances, so there will probably be no chance for a discussion of them.

ALFRED ELY.

CLEVELAND, 5 September, 1884.

#### From the Feminine Point of View.

*Editor Bicycling World:*— I was going to send you an account of the recent trip of the Capital Club to Norfolk, but happening to come into possession of the following letter, concluded to send that instead. I think it is a description of a tour from a new point of view, and may perhaps have some interest on that account.

L. W. SEELY,  
*Capital Bicycle Club.*

WASHINGTON, D. C., August, 1884.

*My own darling Mamie,*— I suppose you will wonder that I am staying in Washington so late in the summer, and indeed, so do I; but the weather has been very cool until recently, and we have put off our departure for Mt. Desert from week to week, until I fear we shall not go at all; and as you know, being here on a visit my movements depend entirely on those of Uncle John and the rest of the family.

I have discovered quite recently that

there is nothing worth living for in this world unless one is a bicyclist or a tricyclist. The whole family here are "cyclomaniacs," and I think I have caught the infection myself. Cousin Tom, you must know, is a member of the Capital Bicycle Club, the finest club, he tells me, in America. He has *such* a big bright "machine," which he calls a British Columbia, and of which he is *so* careful. I was not allowed to touch it at first, but now if I am very good, he permits me to rub the "backbone" (as he calls it) with plate powder and canton flannel, which I enjoy *immensely*. Cousin Tom doesn't like to be laughed at; but we had a good joke on him the other night. Mr. Lewland, a member of the club, called here last week. He is perfectly elegant, too; but never mind that now. Of course they were talking about "wheels"; and May asked Mr. Lewland, if it wasn't a sign of inexperience and "freshness" to ride a big shining wheel? He said, "Certainly; an expert rider always uses a painted machine," which exasperated Tom dreadfully. Mr. Lewland's wheel is *perfectly horrid*; such a little one and all covered with mud. He says he has vowed never to clean it until Cleveland is elected; but I don't believe he really means it. Tom says that if Cleveland waits to be president until Lewland cleans his wheel, he will die a private citizen.

But I must tell you about my bicycling tour. The Capital Club had a run to Norfolk by steamer, and the wives and sisters were taken along. May and Aunt Helen and I all went, and had a *perfectly lovely* time. There were about thirty members of the club all in club uniform. And such a crowd as they were; and such a noise as they made; and such nicknames as they give each other. During the evening I was introduced to "Romeo," and "Gebhard," and "Lawn mower," and "Jeens," and "Old, loud and boisterous," and "Brick," and "Vignaux-Slosson," and "Closch" (corruption of "Colossus") and "Shady Lane," and "Corpse-chopper" (horrid thing!)

Of course they gathered in the bow and sang themselves hoarse (with a strong tendency toward second base throughout) about a certain "bold fisherman" who sailed away from Bar-negat, and about the tragic fate of some little kittens who lived together in a basket of saw-aw-dust, and they answered the conundrum concerning the identity of Gen. George Washington, until Tom said they would knock the plastering off the ceiling of the lower deck. I wasn't on the lower deck, but I don't believe the ceiling is plastered, do you? Then they asked riddles, but I can only remember one. Nobody guessed it, and it seems incomplete to me, though I never had any head for riddles. See if you can guess it; it is "why are fences"? I can't see a bit of sense in it. You should have heard them comparing their machines and the accidents they had. One said his "head was cracked," and I



told Tom I thought that was what ailed all of them, and Mamie, as true as you live, the horrid thing went and told them all what I had said; and Mr. Lewland bowed and hoped I would consider him an honorable exception if only to prove the rule I had laid down; and I felt so confused.

Well, we sat on deck until nearly twelve o'clock, until "the gang" (that's what they call themselves) said it was time to turn in; and Mamie, the boat was so crowded that six of them were in one little stateroom. Tom said that at least four would be asphyxiated (I'm not sure about the spelling of that word, and have no dictionary) before morning, and that would relieve the pressure somewhat." I was up early the next morning, and found we were out on the wide expanse of Chesapeake Bay near Fortress Monroe. I had a nice sleep, and must say I thought I looked very well, as far as the tiny little mirror permitted me to observe. The gang were not nearly so nice this morning. They were all growling and fuming about one thing or another. Tom said it was because they had *passed* a quiet night instead of taking it on board," which, I suppose, is witty, because I always know when Tom expects me to laugh.

Well, we steamed past Fortress Monroe and the "Rip Raps," until finally Norfolk came in sight directly ahead. We hastily gathered our *impedimenta* (that's one of Tom's words, and I think it sounds real well) and the boys got their wheels ready to land. The Seaside Bicycle Club was waiting for us. The members of the Seaside Club were not only very nice looking, but they were just as polite and attentive as they could be. We were taken up to the depot where there was a train of such dear little open cars to take us down to Virginia Beach, a watering place about twenty miles from Norfolk. Most of "the boys" went down on the wheel, but Tom stayed with us from a sense of duty, he said. Tom said that the boys who did n't take the train would get left. Do you suppose that's a joke? I seems like simple matter of fact to me. Well, we had a delightful ride through the fields and pine woods, until about twelve miles out we were signalled to stop, and "the boys" came on board. They said they had come to the end of the good road; and they looked so hot I was sorry for them; and yet Tom said it was a cold day. I'm sure I don't want to live in the South, if this was cool for the climate. One of the Norfolk boys was *particularly attentive* to me. His name was Mr. Black, and I think he is almost as nice as Mr. Lewland. The roads down here are called "shell" roads; and Tom explained to me that there was a great battle here during the war, and the roads were made from pieces of shells that were fired; and he told me that on a really warm day the shells would "fuse," so that the bicyclers could n't ride, because the melting iron would stick to the tire.

After about an hour's ride, we came into the region of "eternal sand" as Mr. Black called it, and very soon, on rounding a sharp curve we came within full view of the ocean, dotted here and there with white caps, while a long line of surf could be seen for miles to the north, where the white tower of Cape Henry Light marked the horizon. (Tom calls that a very pretty idea, well expressed.) Then we came in sight of the Virginia Beach Hotel, an immense building with long porches and a beautiful pavilion. Of course "the gang" rushed in a body for the bathing houses, and soon reappeared in various bewildering combinations of stripes and checks. Mr. Reynard, a member of the club, was kind enough to take May and me into the water, and oh, we had such a nice time! Mr. R. said the undertow was particularly dangerous there, and wouldn't let go of me for a single minute. I thought it was *very* thoughtful in him, especially as he said he should catch it from the gang. "Old loud and boisterous" had a dear little camera with him, and took pictures of the scene. Tom said that O. L. and B. would n't go into the water because he was a martyr to sea-sickness. After the bath we came up to the hotel, and "Romeo," did some beautiful fancy riding on the smooth floor, in which he was joined by one of the Seaside Club. After an elegant dinner we all came back on the train to Norfolk, and went to the gymnasium, where Mr. Cole Day presented the Seaside Club with a lovely blue and white flag on behalf of the Capital Club. Capt. Cannar, of the Seaside Club, responded most eloquently, and then we all went to the steamer. We had a lovely time that evening. Mr. Reynard and Mr. Day asked us to sit up and see the moon rise, and never told us that it couldn't possibly rise until one o'clock. Mr. Day is such an entertaining person. He said his machine was a light "Barnaby Rudge," and told us it was the first bicycle to climb Corey Hill, and that a mile had been timed on it in 2m. 53s. Then he said something about "this necessarily puts a fearful strain on it," but I was too sleepy to understand fully.

When we woke next morning we had very nearly reached Washington, and very soon were safely at home.

Uncle John is going to get me a tricycle, and I expect to have such fun with it. If you are not bored by this long letter I will tell you some of my experiences.

I have such a lovely new dress, which I will try to describe . . . . .

Well, good-by, dear. Please write soon, and believe me to be,

Ever your loving friend,

DAISY.

P. S. Tom says this is the worst account of a tour he ever read. I asked him if he could do any better, and he dictated the following as a model: "At 8 A. M. mounted my 56-inch Sarsaparilla for Shingleville (45). Road heavy and

constant up grade. At Bangletown (8) dismounted for ginger ale. Notwithstanding the heavy road and head wind, reached Shingleville in 3h. 18m. My machine carried me splendidly, not a spoke or nut having loosened. Paid fifty cents for supper, which I consider exorbitant," etc., etc.

Well, I think my letter is much more interesting than that, and I know Mr. Lewland would too. DAISY.

## MANUFACTURE

### The Butcher Cyclometer.

THE Butcher Cyclometer Company announce that they have finally caught up with their orders for cyclometers for regular bicycles, and are now ready to supply customers and the trade with all regular sizes. They have also completed the first lot for tricycles and American Stars, and are filling their back orders for the same. They will occupy a tent at Hampden Park, during the Springfield races, and will be glad to furnish riders at that time, when they will personally attach them to their machines.

Their new automatic bell is also ready for the market, and is proving a most successful venture. Its simplicity, positive action and cheapness, commend it to all. A slight change in the mechanism of the cyclometer, necessitated by occasional failure to register of a few of those sent out, has rendered this instrument the nearest perfect of anything on the market. The satisfaction of reading one's register from the saddle is more and more appreciated by those who have tried it. Our advice to anyone who attends the Springfield meet, is to have a Butcher cyclometer attached to his wheel, while there, and give it a fair trial. This, we understand the company will be glad to do for any responsible party.

## CURRENT CALAMO

THE Boston *Globe* is facetious. Its bulletin the other day announced that Massachusetts wheelmen met to parade and sweat.

THE *Amateur Athlete* regards every criticism of the League as an attack, and every attack as a sin.

SOME of us feel rather left out in the cold by brother Aaron's exclusive challenge. However, even if our Mr. Bassett does lack, as the *Herald* says he does, finish, we will back him for a place. Jenkins, we think, will order the dinner, but who will pay for it, that is the question.

WE think a very nice miniature John o' Groats to Land's End, would be from Boston to Newburyport, and return thence to Cohasset, and return to Boston. At any rate it would be a veritable Wheel around the Hub. Why do n't some one see how quick he can do it.

E. M. AARON, editor of the League official gazette, issues a challenge ad-

# THE RUDGE RACER

**SELLERS AT HARTFORD, CONN., SEPT. 9, 1884,**

Rode a mile in 2 min. 39 sec., beating the World's record.

The following noted flyers also rode the RUDGE RACER:—

R. HOWELL,  
S. SELLERS,  
ELIOT NORTON,  
G. H. WAIT,

ASA DOLPH,  
LEWIS HAMILTON,  
F. WESTERVELT,  
F. C. PARSONS,

G. M. HENDEE,  
E. F. TRACY,  
WM. MAXWELL,  
J. H. LEWIS.

The CHAMPIONSHIPS OF ENGLAND, FRANCE, GERMANY, AMERICA, and SPAIN have all been won on the RUDGE RACER.



## AMERICAN RUDGE,

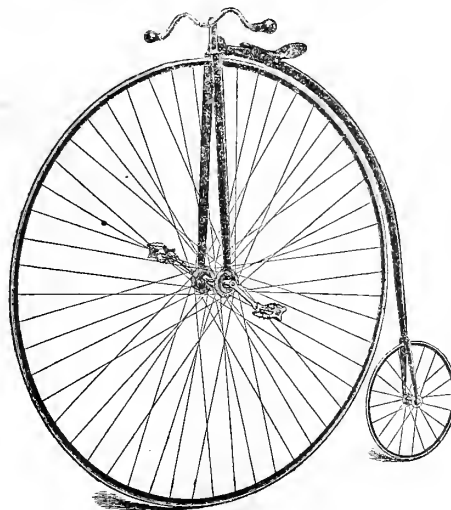
THE ONLY

FIRST-CLASS ROADSTER  
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Rudge's Unequalled Ball Bearings to both wheels.  
Hollow Forks and Backbone.  
Direct Spokes (eighty to front wheel).  
Curved Handle-Bars.  
Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



## RUDGE RACER.

One Mile Record of the World,

**2 Min., 39 Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

Price, 50-in., Enamelled and Nickelled, \$140.



## RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.

The first Bicycle ever ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

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*Is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material, and with the finest workmanship, and so as to avoid all unnecessary added friction by its use.*

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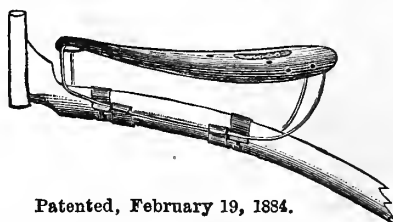
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MISSOURI WHEEL CO.,

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Send postal for list of New and 2d-hand Machines.

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LUGGAGE CARRIER and TOOL BAG.

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## JAMES HARVEY, BICYCLE and TRICYCLE REPAIRER.

PAINTING AND PLATING A SPECIALTY.

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## MILLER & POST,

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British Challenge,  
Rudge Light Roadster,  
and American Rudge.

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55 East Second St. - OSWEGO, N. Y.

dressed to Messrs. Fred Jenkins, Abbott Bassett and H. E. Ducker, for a half-mile tricycle race, to be run at Philadelphia, 13 September, or at Springfield, at such time as the track can be spared. The last man to pay for a supper to be ordered by the first man. Our Mr. Bassett has retired from the track, and is no longer open for challenges, and if he were, we doubt if he would go into a contest where the prize is of such substantial value that it would lead to a violation in spirit of the amateur law. Editors have good appetites, and four of them would consume enough to bankrupt any but a capitalist of the largest capacity. The WORLD will be represented in the race, however, if it comes off.

THE Dominion Exhibition at Montreal opened 5 September. Mr. Lane shows a lot of machines, including the Kangaroo, Rudge Racer, Liverpool Racer and Light Roadster, and the Coventry Convertible, and Apollo tricycles.

THE new firm of Bull (W. S.) & Haynes (Gideon, Jr.) of Buffalo, N. Y., has started business under very favorable auspices. They are carrying a large stock of Columbia and Royal Mail bicycles, and the Columbia and Victor tricycle. Next season they will import a light roadster machine, and Mr. Haynes will visit Europe in the fall to select a good make. They will open a riding school at once.

MR. A. T. LANE, of Montreal, claims the record for the first ride on a Kangaroo in America. He writes us: "I got one to-day, and like it very much. Indeed I am regularly gone on it. It is the most comfortable bicycle I have ever been across. It beats the Facile, Pony Star and Extraordinary, in my opinion. Within one half an hour of unpacking it, I rode it down a hill I had never before been down on a bicycle, and it is a hill I trundle a machine down daily, as it is on the street on which I reside. The foot rests are very fine. You can ride down hill and steer with your feet."

HERE is a note of interest to you: Philadelphia has more paid-up L. A. W. members than any city in the Union. Philadelphia has over 200, New York comes next, then Boston, Brooklyn, New Haven; while Springfield, which from one club alone claimed and got at the last general meeting of the L. A. W., 130 votes, has renewed barely a single membership. Make your own comments. — *Amateur Athlete.*

As we go to press we receive information from England that Mr. H. W. Gaskell, the one-mile champion for 1883, sailed for New York, Tuesday, 30 August, on the "City of Chester." He will compete in the Springfield races, riding a Club. He is accompanied by F. B. Ball, manager of the London Branch of the Coventry Machinists Company. Mr. Gaskell will in addition to riding the Club racing bicycle, ride one of the new club tandems, and a new single tricycle

called the Raneleigh Club, which has not yet been placed on the market. We are informed that it is one of the fastest, if not the fastest tricycle made. We do not know the form of the machine, as there has been no description given as yet.

H. D. COREY will sail for England, 1 October.

In a coming race, horses will run against bicycles. This, however, is nothing remarkable. We have often seen a baby carriage run against a man. — *Exchange.*

WE shall be at the Massasoit House during the Springfield meet.

THERE is a strong probability that the racing board will insist that the N. A. A. A. run the two and five-mile championships under League rules, and if they refuse to do so the championships will be located elsewhere. Perhaps one may come to Boston.

R. A. NEILSON, formerly steward of the Boston Club, represented himself as a member of the club and an amateur at a recent race meeting at Toronto. A telegram from this office settled the matter and he was barred from the races.

OWING to the impossibility of obtaining comfortable accommodations for the night, Chief Consul Weston announces that the "Wheel Around the Hub" will be positively limited to 100 riders.

CONTRIBUTORS should read our prize offer carefully. We state distinctly that the articles must be for the benefit of wheelmen *after they have learned to ride the wheel.*

## RACING NEWS

### [The Hartford Tournament, 9 September.

THE tournament was a grand success. The parade, previous to the races of the Connecticut Bicycle Club, took place this morning at 10.30. The line was formed opposite the Capitol, and, headed by Colt's band, the riders went through the principal streets. There were 174 men in line. The races were held at Charter Oak Park. The track has been three times surveyed, so there cannot be the slightest doubt as to its correctness. Measured eighteen inches from the pole it is two feet over the mile.

#### ONE-MILE RACE, 3.20 CLASS.

First prize, gold medal, value \$25; second prize, silver and gold medal, value \$15.

	Three-quarters.	Half.	Quar.	Mile.
1. C. H. Parsons.....	.....	.....	.....	2.49½
2. William C. Tracy...	43	1.26½	2.11½	2.50
3. F. W. Westervelt...	.....	.....	.....	2.50½

Mr. Parsons is a new man, and his time is inside the record.

#### TWO-MILE TRICYCLE RACE.

The two-mile tricycle race had but two starters, E. P. Burnham, of Newton, and R. Chambers, of London, England. Burnham at once took the lead, Chambers being content to stick close behind. The first mile was made by Burnham without Chambers once making an effort to pass. Not till the last quarter of the last mile did he spurt when he came to Burnham's side, and the two riders came down the stretch as one man, Burnham close to the pole and Chambers in the middle of the track. Not until the men were within twenty yards of the scratch was it possible to tell who would prove the

winner. Then the American spurted a few yards ahead and won, amid tremendous applause, breaking the record of 7m. 5½s. by finishing in 6m. 32s.

First prize, a Hartford ball-bearing sewing machine; the most elegant machine ever put upon the market; an entire work cabinet in itself, nickel plated and handsomely ornamented, value \$70. Second prize, a handsome imported vase lamp of the celebrated Longwy porcelain, value \$25.

Name.	Half. Mile.	One and a half.	Two.
1. E. P. Burnham.....	1.40½	3.20	5.01
2. R. Chambers.....	.....	.....	6.32½

#### BOYS' RACE.

This was for boys under sixteen years of age. Half-mile, — F. R. Brown (1), 1.24½; H. S. Hart (2), T. R. Fenley (3).

One-mile club race, for a \$50 gold medal.

	Quar.	Half.	Three-Q'r.	Mile.
1. H. E. Bidwell...	.....	.....	.....	2.55½
2. A. G. Gruendler.....	.....	.....	.....	2.59½
3. G. C. Leffingwell.....	.....	.....	.....	.....

#### THE MILE RECORD BROKEN.

The one mile race was expected to prove the most interesting of the day, as all the world's champions were entered. The spectators were not to be disappointed, for from start to finish the race was one of intense excitement, and the time made beat all the previous records of the world. The following appeared as starters: C. F. Frazier, Asa Dolph, T. Roberts, S. Sellers, Elliot Norton. At the instant of the report of the pistol Dolph dashed to the front, next to him was Sellers, then Norton, with Frazier and Roberts bringing up the rear abreast. The first quarter was made in 40½ seconds, and retaining their same positions the men kept up this tremendous pace, making it apparent to all that the records would be greatly lower. On the three-quarter pole Sellers bent over his machine, and in one of the most remarkable spurts ever witnessed, flew by Dolph and came down the home stretch at a pace the like of which had never before been seen. Dolph and the others strained every nerve, but were unable to come up with the Englishman. The previous best time made in England was 2 minutes 41.35 seconds.

One mile. First prize, elegant diamond stud, value \$100; second prize, engraving of Schreyer's celebrated picture "The Imperial Courier," handsomely framed in bronze and gilt, value \$50.

	Quar.	Half.	Three-Q'r.	Mile.
1. S. Sellers.....	40½	.....	.....	2.39
2. Asa Dolph.....	.....	1.20	2.01½	2.41
3. Elliot Norton.....	.....	.....	.....	.....
4. Chas. Frazier.....	.....	.....	.....	.....

D. J. Canary, the professional champion fancy rider of the world, followed with one of his wonderful exhibitions of fancy riding, doing all the most difficult feats with the greatest ease, and receiving for the same unbounded applause.

#### ONE MILE RIDE AND RUN.

There were but two starters, C. H. Miller of Springfield and C. B. Ripley of East Hartford. The latter secured the lead at once, and had but little difficulty in winning the race in the slow time of 4 minutes 36½ seconds. The first prize was a gold medal, the second a bicycle rifle.

Five-mile State championship; open only to Connecticut L. A. W. men; prize, diamond medal, value \$50.

1. Louis Hamilton.....	.....	.....	.....	15.52½
2. L. A. Miller.....	.....	.....	.....	15.53
3. R. F. Way.....	3.16	.....	.....	.....
4. J. F. Ives.....	6.27½	9.37½	13.1	.....

#### FIVE-MILE SCRATCH.

In this event a goodly array of starters appeared, being C. F. Frazier, C. A. Smith, G. Webber, Smithville, N. J.; S. Sellers, R. Chambers, G. H. Illston, England. There were three Star riders among the contestants, and for the first four miles they kept well to the front. But little real racing was done



until the last half-mile, when the chief flyers came to the fore. At the three-quarter pole the three leaders were abreast, and the others in a bunch close behind. Down the home stretch the three Englishmen had a good lead, and continued to gain on the Americans. Of the three Sellers proved the best man, and crossed the scratch in 15m. 48s.

First prize, an elegant Colt's double-barrelled shotgun, finished to order for this occasion, \$100. Second prize, engraving of Schreyer's celebrated picture, "The Cavalry Engagement," handsomely framed in bronze and gilt, value \$40.

	1 ml. 2 mls. 3 mls. 4 mls. 5 mls.
1. S. Sellers .....	15-48
2. R. Chambers .....	15-49
3. G. H. Illston .....	15-51
4. C. A. Smith .....	.....
5. C. A. Frazier .....	6-24
6. George Webber .....	3-06½ 9-38 12-57½
Chambers (2); Illston (3).	

#### TUG-OF-WAR RACE.

This was a race between the Connecticut Club, represented by R. F. Way, A. G. Gruender, and H. E. Bidwell; the New Haven Club, by W. W. Frisby, W. H. Thomas and N. P. Tyler; the Springfield Club by George M. Hendee, C. H. Parsons and F. W. Westervelt. The Springfield men had the outside, and under the leadership of Hendee, went to the front at once. Hendee was not once passed and won a grand race in 2m. 45½s. Bidwell scored in 2m. 48s. The Springfield Club captured first prize, and the Connecticut second.

Richard Howell, the professional champion of the world, attempted to beat in a mile exhibition race the time made by Sellers. A large purse was offered by the club as an inducement. Howell evidently tried his best to accomplish the feat, but he had to ride the distance alone and had a slightly brisker breeze to contend against than did Sellers. He made the first quarter in 43½s., second in 1m. 21½s., third in 2m. 01½s., mile in 2m. 42s.

#### THE TEN-MILE RACE.

The longest race of the day was the ten-mile, which had for competitors Charles Frazier, Lewis Hamilton, George Weber and R. Chambers.

First prize, full-nickel expert Columbia bicycle, value \$145; second prize, marble clock, value \$40; third prize, Seth Thomas travelling clock, plush case, \$10.

Miles.	Leader.	Time.
1.	C. A. Frazier .....	3-8½
2.	Asa Dolph .....	6-15½
3.	Asa Dolph .....	9-29½
4.	Asa Dolph .....	12-49½
5.	Asa Dolph .....	15-59
6.	Asa Dolph .....	19-40
7.	George Webber .....	23-15½
8.	George Webber .....	26-41½
9.	Asa Dolph .....	30-20½
10.	Lewis Hamilton .....	33-14

Dolph (2); Frazier (3).

The final race was a one-mile race open only to those who had competed in the previous events and failed to win a prize. Out of a large list of starters, Illston, the Englishman, came in first, with Webber second; time, 2 minutes 55½ seconds. Prize, a \$15 seal ring.

The officers of the meet were: Referee, Stephen Terry; judges, Dr. N. M. Beckwith, Col. A. A. Pope, Frank A. Egan, Fred H. Benton; timers, Col. Henry Kennedy, T. J. Vail, Frank Whittemore.

BOSTON, 5 September. — Races under the auspices of the Boston Ramblers at the Union Athletic grounds:—

One half-mile, two in three: first heat, G. F. Crosby (1), 1m. 57s.; C. S. Whitney (2), 1m. 38s.; B. F. Harrington (3); G. E. Cain (4). Second heat, G. F. Crosby (1), 1m. 38s. Crosby won easily, but Cain and Harrington had an exciting struggle, and, in the endeavor to retain the lead on the home stretch, Cain swerved slightly, forcing Harrington farther out. Cain finished

ahead, and Harrington claimed a foul. The judges being unable to agree, ordered the men to ride over, and, after two well contested heats, Cain won the medal. Crosby's time in the second heat was 1m. 38s. Cain's time in the third and fourth heats was 1m. 44s. and 1m. 42½s.

One-mile, two in three, first heat: C. F. Haven (1), 3m. 27½s.; B. F. Harrington (2), 3m. 32½s.; F. E. Bryant (3). Second heat: C. F. Haven (1), 3m. 29½s.; B. F. Harrington (2); F. E. Bryant (3).

Two-mile, two in three, first heat: C. F. Haven (1), 6m. 58s.; G. B. Graves (2), 7m. 0½s. Second heat: C. F. Haven (1), 7m. 48½s.; G. R. Graves (2).

One mile, 3:25 class, first heat: D. E. Hunter (1), 3m. 21½s.; W. H. Hull (2), 3m. 24½s.; G. R. Graves (3). The second heat was a repetition of the first. Hunter won in 3m. 19½s., followed by Hull, a few seconds later. The latter is the best record made on the Union track.

Five-mile, club championship: C. S. Whitney (1), 18m. 40½s.; N. G. Norcross, (2), 18m. 43½s.

The races were well patronized, and were financially successful.

NEW LONDON, OHIO, 3 and 4 September. — The tournament at New London was eminently successful. The following is a summary of the races:—

#### FIRST DAY.

Half-mile open, bicycle race, heats: First prize, gold badge; second prize, silver badge:

W. F. Knapp, Cleveland .....	1 1
R. G. Knight, Delaware .....	2 3
G. E. Eyster, Canton .....	3 2

Time — 1m. 29½s., 1m. 29½s.

Five miles open, bicycle race: First prize, gold watch; second prize, silver badge.

W. F. Knapp, Cleveland .....	1
C. W. Ashinger, Eaton .....	2
G. E. Eyster, Canton .....	3

Time — 13m. 14s.

One-mile open, bicycle race, heats: First prize, gold badge; second prize, silver badge:

George Collister, Cleveland .....	1 1
C. W. Ashinger, Eaton .....	2 2
C. T. King, Cleveland .....	3 3

Time — 3m. 04s., 3m. 11½s.

One-mile tricycle race, open heats: First prize, Auburndale timer; second prize, silver badge:

Charles Howland, Akron .....	1 1
George Collister, Cleveland .....	2 2

Time — 4m. 06s., 4m. 11½s.

Dolph rode an exhibition mile between the heats of the five and one-mile races, an account of which is furnished by a special correspondent elsewhere.

John S. Prince followed with a three-mile race against the pacing horse "Useless," and won by eight feet, spurring to the front in the finish. Time — 10m. 32s.

In the evening there was a grand torchlight procession through the city, seventy-five wheelmen being in line and making a fine appearance. The streets were crowded to see the sight.

#### SECOND DAY.

The work of the second day opened with a parade. The races opened at three o'clock with a ten-mile race. George Collister won it after a good race with Knapp. The summary follows:—

Ten-mile open, bicycle race: First prize, Rudge racer; second, pair ball pedals:

George Collister, Cleveland .....	1
W. F. Knapp, Cleveland .....	2
G. E. Eyster, Canton .....	3

Time — 3m. 22½s., 7m. 02½, 10m. 36s., 14m. 19s., 18m. 19s., 21m. 55½s., 25m. 49s., 29m. 30½s., 33m. 15½s., 36m. 29s. The time in this race beats the State record made by Chas. Frazier at Cleveland (37m. 42s.)

Three-mile bicycle race, open heats: First prize, silver watch; second prize, M. I. P. bag:

C. E. Howland, Akron .....	1 1
C. T. King, Cleveland .....	2 2
T. Kitchen, Spencer .....	3 3

Time — 10m. 20s., 10m. 53½s.

Half-mile bicycle race, open: First prize, gold medal; second prize, silver medal:

C. E. Howland, Akron .....	1
W. F. Knapp, Cleveland .....	2

Time — 1m. 50½s.

It is reported that Ashinger, who competed the first day, is a professional, and the prizes won have been withheld awaiting investigation.

Miss ELSA VON BLUMEN fell from her bicycle at Oil City, Pa., 2 September, while racing at the driving park against a horse, and was so badly injured that she had to be taken to her hotel at once in a carriage. Her physician does not anticipate any serious results, but says she will be disabled for several days. The horse also met with an accident, breaking his leg, and had to be shot.

MOUNT HOLLY, N. J., 15 August. — Half-mile bicycle race: E. Wilson, 1m. 45½s. One-mile bicycle race, J. Powell, 4m. 9½s. Two-mile bicycle race, E. Wilson, 7m. 43s. One-mile bicycle race, E. Wilson, 3m. 48s. Two-mile bicycle race, Jos. Powell, 7m. 10½s. Five-mile bicycle race, J. Powell, 18m. 12½s.

CHAMPIONSHIP OF CANADA, 30 August. — Three races of one, five, and ten miles, for the championship of Canada and a sweepstake of \$100 came off on the Exhibition grounds between Fred. Westbrook, of Brantford, and W. J. Morgan, of New York. The first race of one mile was taken by Westbrook in 3m. 38½s. He took the lead at the start and was not passed once.

The ten-mile race next was won by Morgan in 38½m.

The five-mile race was the best of the three, and was marked by the number of spectators. In the second last lap Westbrook spurred by Morgan, who slowed up, having taken a cramp in his leg. Westbrook made the other two laps and rode the five miles in 18m. 10½s. Slow time was made on account of the track being rough and the strong wind blowing. Westbrook now is champion of Canada for one and five miles. Eck was to have ridden, but would not on account of having the three races in one day.

Before the races, Mr. J. B. Dignan ran against Mr. Geo. Cameron on a bicycle, beating him, and winning the silver medal.

THE half-mile track at Springfield has been completed, and several cyclists say that on the day of the races it will prove to be the finest in the country. The materials are a West Springfield marl, composed of a very fine gravel, and a Chicopee clay of superior fineness. The club pays \$1,000 rent for the park, and will spend \$875 on the home stretch, \$1,500 on the rest of the track, \$1,000 for police and a large sum for new stands.

THE third annual race meeting of the Troy Bicycle Club will be held at Rensselaer Park, Troy, N. Y., Thursday, 25 September, 1884, at 3 P. M.

THE twelfth meet and second annual race meeting of the League of Essex County Wheelmen will be held in Lawrence, Saturday, 27 September.

THE third annual fall races of the Cleveland Bicycle Club will be held at the Athletic Club, on Thursday afternoon, 23 October. The track is now in better condition than it has ever been, late rains having materially helped it.

MR. C. S. WHITNEY who has been so remarkably successful in his brief racing career, has retired from the path.

BROCKTON usually gives us a good fall tournament, but we have as yet had no intimation that she will hold one this year.

THERE will be bicycle races at the Northampton Fair 3 and 4 October.

HENDER met with an unfortunate accident on Wednesday of last week. He was taking a practice spin with Westervelt and Waite on the Hamilton Park track, New Haven, when the inevitable small boy started across the track. The champion could not get out of the way, and the shock threw him to the ground. The

result was a sprained wrist and a lamed side. The boy was knocked insensible, and Westervelt suffered a violent fall.

Corey stood watching the racing men at practice on the track at Hartford, on Saturday, and, for the fun of the thing, thought he would ride a mile with Sellers. He finished a few yards behind, but rode the full mile in 2m. 48s. The time is very good, considering he has not been on a racing machine for a year, and shows he has not lost much of his old speed.

Howell will challenge Prince for the championship before he returns to England, giving him a start, if necessary.

Howell stands six feet one inch in his stockings, and weighs 176 pounds. He rides a 58-inch Rudge Racer, weighing exactly 22½ pounds. Sellers stands five feet 11 inches, and weighs 165 pounds. He rides a 57-inch, weighing 22 pounds, of the same make.

## WHEEL CLUB DOINGS

WASHINGTON, D. C.—The Capital Bicycle Club is planning for a trip to New Orleans during the coming exhibition. The plan is to get together seventy-five or one hundred 'cyclists, and charter a special train to carry them to New Orleans. Wheelmen of Boston, Springfield, Philadelphia, Baltimore, and other cities will be invited to participate. The club has recently organized two base ball nines, which are respectively known as the "Hollow Forks" and the "Ball Bearings." A club was organized last week, to which none but riders of the Star bicycle are eligible to membership.

At the last meeting of the Holyoke Bicycle Club the following officers were elected: President, William Green; secretary and treasurer, Herbert Fenno; captain, E. C. Clark; first lieutenant, H. Fenno; second lieutenant, F. H. Brown; third lieutenant, D. L. Far; bugler, C. O. Tuttle.

EUFAULA, ALA., EUFAULA CLUB.—Officers: President, J. H. Rures; secretary and treasurer, C. P. Roberts. Eight members.

## 'CYCLISTS' TOURING CLUB

### American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE first annual autumn tour of the American Division will be held in Boston 22-23 September, when the famous "wheel around the Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): C. F. A. Beckers, 1011 Dillion street, St. Louis, Mo.; F. I. Drake, Cleveland, Ohio; W. J. Gray, 307 Warren street, Hudson, N. Y.; A. Gifford, Diamond street, Hudson, N. Y.; C. Gifford, 147 Warren street, Hudson, N. Y.; W. J. Howland, 175 Tremont street, Boston; Thos. S. Johnston, 420 Sixth street, N. W., Washington, D. C.; Thos. E. Lambert, 12 Post Office square, Boston; C. W. Prentiss, Pleasant street Place, Arlington, Mass.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

F. M., ALBANY.—(1.) Depends on the amount and frequency of the dose. It is an abuse of a wheel to ride up and down curbs. (2.) From six to ten inches.

(3.) Pressey is said to have ridden up eighteen inches on a Star. (2.) It would depend in all cases on size of wheel; and in tricycles, on the position of the trail rods, the height of frame, as well as the gear. We presume ten inches. We are not in such a good position to tell you all you would like to know as we never ride up and down curbs.

SAFETY.—There will be at least two Kangaroos at Springfield.

RACER.—Yes. Howell is in the country; and as you will see elsewhere, Battensby and Wood are expected.

PAUL A. STALEY.—The names were spelled correctly in our report.

W. C. N.—We shall be pleased to do so. Hope the opportunity will occur soon.

BENJ. G. PRATT.—The Star, in skilful hands, is a good hill climber. At the contest of the Boston Club a year ago, Burt Pressey rode up Corey Hill with apparent ease, considering the grade, all other 'cyclists mounted on crank machines failed. Young, of St. Louis, and H. D. Corey, of Boston, have ridden the hill on ordinary crank machines. We have no estimate in feet, except the grade of Corey Hill, which we can furnish you if you like. To answer specifically your query we are of the opinion that it is possible to go up as steep a grade as any other bicycle.

BUFFALO RUDGE.—A person who keeps tricycles to rent, and thereby makes a living, is not necessarily a professional. To sell or rent machines is not an infringement of the amateur rules. To teach riding for a remuneration, does make one a professional, and under the English rule, one who teaches riding to effect the sale of a machine, violates the rule. There is no distinction between bicyclists and tricyclists.

A. T. LANE.—We hope to see you at Springfield. Please send some more news about the Kangaroo. We are much interested in it and all safety machines.

CHAS. RAYNOR.—The two machines are so different in every respect that it is difficult to draw a comparison. We think if you decide on the Star you will be better suited with a small sized wheel. Would not go higher than forty-eight inches. Many prefer the Poney Star with 42-inch driver.

L. S. K.—(1.) No. (2), No. (3), a difficult question to answer. There are several tricycles that are A 1. Send us your weight; style of machine preferred; that is, whether loop-frame, central-geared or Humber pattern, and we think we can advise you.

## FIXTURES

13 September, Saturday:

Races of Philadelphia, Germantown, and Pennsylvania clubs at Philadelphia.  
Coaching and Cycling Run of Boston Club.

16 September, Tuesday:

First day of Springfield Tournament. Races at 2:30 p. m.

17 September, Wednesday:

Second day of Springfield Tournament. Parade at 9 a. m. Races at 2:30 p. m.

18 September, Thursday:

Third day of Springfield Tournament. Run to Holyoke at 9 a. m. Races at 2:30 p. m. Fireworks in the evening.

19 September, Friday:

Fourth day of Springfield Tournament. Races at 2:30 p. m.

22 September, Monday:

First day of Wheel Around the Hub.

23 September, Tuesday:

First day of New Haven Tournament.  
Second day of Wheel Around the Hub.

24 September, Wednesday:

Second day of New Haven Tournament.

25 September, Thursday:

Races at Troy, N. Y.

27 September, Saturday:

Championship races of N. A. A. A. A. and L. A. W. at Brooklyn, N. Y. Two and five mile bicycle.

Races at Lawrence, Mass.

4 October, Saturday:

100 mile Road Race Boston Club.  
Races at Northampton.

16 October, Thursday:

Races at Scranton, Pa.

23 October, Thursday:

Fall races, Cleveland Club.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—A 52-inch nickelled and enamelled Standard Columbia, with 26-inch dropped bars, long distance saddle, and Expert handles; as good as new; price, \$75. F. E. LEONARD, Monson, Mass.

**FOR SALE.**—Two 54-inch Experts, in good order, warranted, must be sold at once, regardless of price, Address WILLIS D. CLOYES, bicycle agent, Cortland, N. Y.

**BICYCLE FOR SALE CHEAP.**—A 50-inch Royal Challenge, full nickelled, ball bearings front and rear, in first-class condition, price, \$75. Can be seen at R. R. Schuyler's, 17 Barclay street, New York City. S. C. SCOTT.

**FOR SALE.**—Expert Columbia, 56-inch, full-nickelled, swinging spring, bent bars, ball pedals, used but little, \$130; Expert Columbia, 52-inch, full-nickelled, ball pedals, bent bars, ridden once, good as new, \$120; British Challenge, 54-inch, full-nickelled except fellos, ball pedals, in first-class condition, \$110. Address G. R. BIDWELL, 4 E. 60th street, New York.

**RUDGE FOR SALE.**—A 52-inch Rudge Light Roadster, nickelled, except wheels, balls everywhere; never has been used; owner lately died; cost \$152.50, will sell for \$142.50; everything complete. H. D. HEDGER & CO., 8 Church street, Boston.

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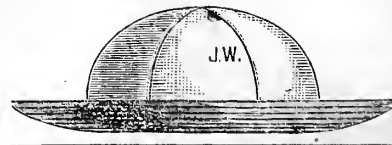
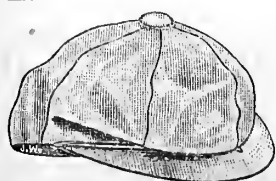
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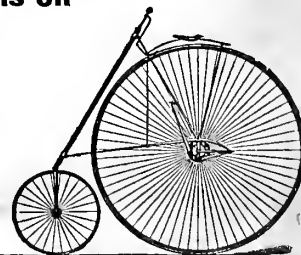
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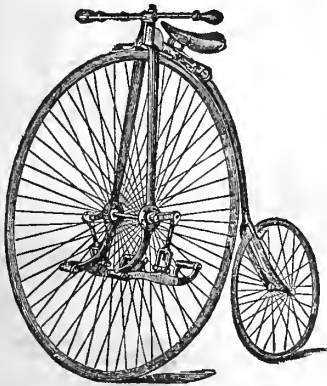
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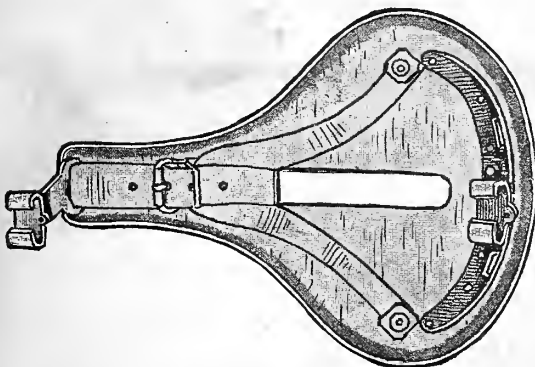
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Devoted to the Interests of Bicycling and Tricycling.

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BOSTON, 19 SEPTEMBER, 1884.

Volume IX.  
Number 20.

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The "**YALE**," "**HARVARD**," "**CORNELL**," and "**TANDEM**" Bicycles are described and illustrated in our Bicycle Catalogue, while in our Tricycle Catalogue will be found full descriptions of the "**AMERICAN SALVO**," "**AMERICAN METEOR**," and "**DUAL**" **SOCIABLES** and **SINGLES**, as well as two most interesting articles on Tricycling, from the pens of eminent writers. Either Catalogue sent, post free, for a two-cent stamp.

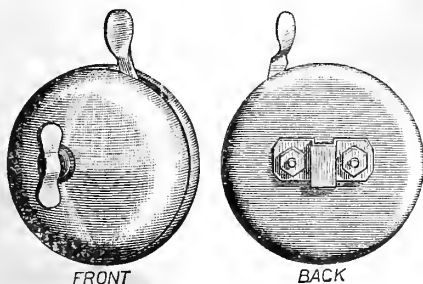
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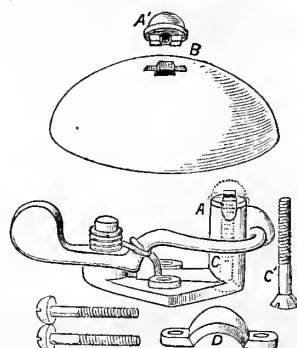
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A is the post having at its upper end lugs which fit one cross section of the opening in the top of the bowl B. To this post the bowl is clamped by means of the screw C, which passes through the post into a cam A' which is provided with lugs fitting opening in the bowl and crossing with the lugs at top of post; when drawn down by other screw C', it will be apparent that the bowl cannot turn on the post. The bell is attached to the handle-bar or brake by means of the clamp D, and when this is done the screw C' is held in position so that it is impossible for the bowl to jar loose, and the bell can be depended upon to ring at all times.

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We will give a first prize of \$15.00 and a second prize of \$10.00 for the best articles sent in for our Novices' Column on or before Oct. 1, 1884.

Articles must be written on one side of the paper, and contain about 1500 words.

The title of the column explains its purpose. We intend that it shall contain hints, suggestions, tips, in fact anything and everything that will be of practical use to beginners after they have learned to ride the wheel.

In judging the article we shall consider the subject chosen and the manner of its treatment.

The articles will be published from week to week, with or without the names of the writers, as they may choose. Such articles as we may deem especially worthy, after selecting the two prize contributions, we shall recognize by complimentary subscriptions to the "World."

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" " 5 " "

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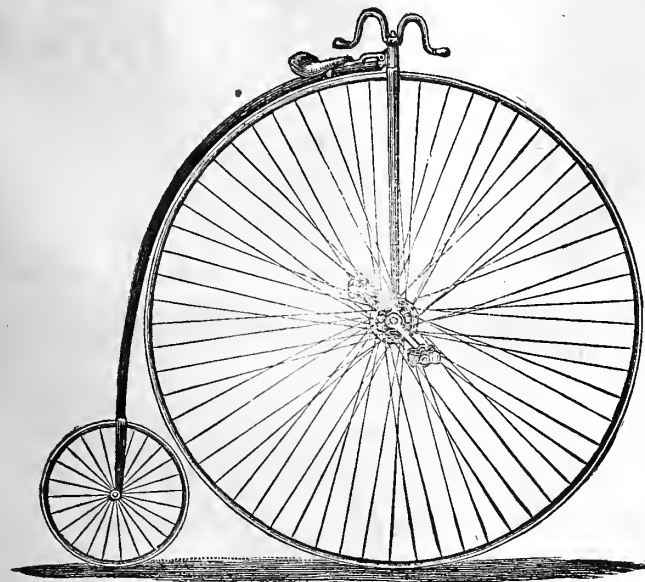
" " 10 " " " "

" " 10 " versus horse "Scotland."

Also at Boston, July 4, three 1st prizes won by Royal Mail.

Five-Mile Amateur Championship of England, won on Saturday, June 28, 1884, by R. Chambers, on a ROYAL MAIL.

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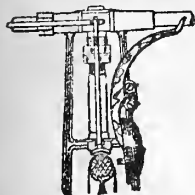
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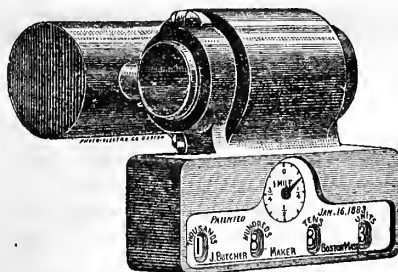
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IS

ALWAYS RELIABLE,

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Can be Read from the Saddle.



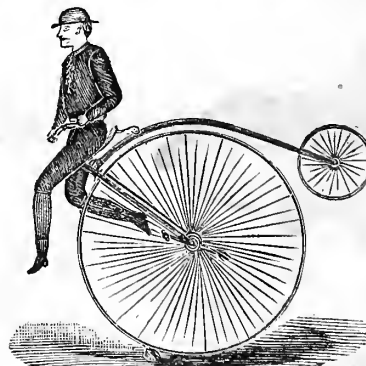
It registers to ten thousand miles and then returns to zero. It weighs less than twenty ounces. The weight which holds the dial always upward can be easily removed and a lamp substituted in its stead.

In ordering, mention size and make of wheel. Price, \$10.00. Send P. O. Money Order or N. Y. Bank Draft, payable to the

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We have recently developed a method of attaching our SAFETY BAR to all the leading makes of machines without changing or marring them in the least. It can be attached by the rider himself in one minute, is fully guaranteed, and will be sent C. O. D. on three days' trial.

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Beverly, Mass., Sept. 2, 1884.

Querman Wheel Co.

Gentlemen:—

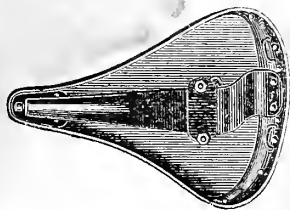
I have ridden both bicycles and tricycles for three years, and gave it up, for they all went to pieces under me.

Mr. Wood, your agent in Beverly, induced me to try a Victor. I liked it all but the steering. Thought that would not last.

I have ridden the tricycle 1,000 miles, and the same ribbons are there now, and just as good as when new. I shall pronounce it perfect when I get my 60-inch gear wheel. I have made me a boat that fits on the front of the frame and ties at my waist, which enables me to ride dry in the hardest rain, and makes the Victor a perfect business machine.

Very truly yours, Dr. C. B. Dudley.

P. S.—I would use the ribbon steering if I had to put on new ribbons every morning, and if I could not ride a Victor I would walk.



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Published every Friday

— BY —

E. C. HODGES &amp; CO.

8 Pemberton Square, Room 12,

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 Sam'l T. Clark & Co., 4 Hanover St., Baltimore.  
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J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 19 SEPTEMBER, 1884.

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## UTILITARIANISM.

WE have always felt, and we think most wheelmen who have thought of the matter will agree with us, that the interests of 'cycling in all its branches would be aided by a more practical use of our machines. As aids, to pleasure or instruments of sport they are, in their line, unsurpassed, and their great and steady increase is but evidence of the fact. We

have regarded with some interest the growth of the various tricycles for carrying lighter merchandise. The more general use of such machines would undoubtedly do much to popularize 'cycling, and their practical utility would appeal to a larger class. As yet there are, so far as we are aware, no 'cycles of the carrier pattern in use in this country, but in England and France we hear of their use to a greater or less extent. We hear of London and Paris dailies delivering their editions with promptness and facility by the use of the carrier. The Horsham baker transacts his business with a 'cycle of his own propelling, and now the Bath chair with its decrepit attendant is likely to be superseded by the "Coventry chair," with its stalwart pedaller. These facts, as well as the numerous advertisements of specially constructed carrier tricycles, is an indication that there is already some demand for such a machine, with an anticipated increase. There are, in some sections of this country, natural drawbacks to any great or continual use of tricycles constructed to carry freight. Our severe Northern winters would preclude their successful and economical use during several months in the year. In some cities and towns the roads would, even in fine weather, militate against speed or heavy loads, and to successfully overcome them would require the use of so much power as to render their economy doubtful. In such a city as Washington, or in some sections of Boston, during many months of the year, for light expressage carrier tricycles would, we are convinced, be of real utility, and economical, to say nothing of the advertising benefits to the pioneers. Chicago, from what we have seen of it, would afford a splendid field, and there are other cities equally as well adapted to these machines. We believe that if the effort was made by the right people, in the right direction, that some form of freight tricycle would become very popular in some light businesses, and prove exceedingly useful and much less expensive than any ordinary mode of transporting light articles. Their introduction would prove of immense benefit to 'cycling, and all interested, be they connected with the trade, or simply engaged in it as a pastime, would reap benefits, direct or indirect. We trust some of our enterprising dealers will make an effort to introduce the carrier to our tradesmen and business men.

THE following is taken from a private letter written by a member of the racing board:—

"I don't understand the official handicapper's methods, and refrain from pointed observations. Does he use records as a basis, or efforts as detailed by those acquainted with the men? or does he 'go it blind'?"

From another member comes this:—

"The races lately have been abominably handicapped, and have practically driven handicapped races out of favor, a natural result of placing a man who is not a wheelman in an important bicycling capacity. I am sure no one regrets the error made in electing the present handicapper more than the very one who had the most to do with it."

We have never personally seen any of the results of our handicapper's work, but can well imagine it would be very poor. From the reports we have received from various quarters where loyalty has led to the patronage of a notoriously incompetent person, all his work is a "botch." We cannot say what method the "official" handicapper uses, but the results are miserable, and would seem to warrant the opinion that he "goes it blind." Records alone are not a reliable basis to work from, and the reports of those acquainted with the men are not to be depended upon. It is evident that the country is too large for one man to cover. The only way we can get intelligent and satisfactory handicaps is to choose a 'cyclist of sound judgment, and one familiar with the racing men and the tracks of his section. The country should be restricted in accordance with some sensible plan, and then, with a man possessing the above qualities, we may look forward to some interesting handicaps. We must have handicap races, but unless the handicapping is at least fair, they are worse than useless. Now let those in authority show by their prompt and efficient action that they, at least, are not unfit for the offices they hold.

IN the death of the Boston Ramblers we have another instance of the big fishes eating up the little ones. We believe that such clubs as the Ramblers do a world of good for 'cycling, for they concentrate the energies of a set of men who are about of an age, and of congenial tastes; but we must confess that they have little hope of gaining recruits to their ranks when such clubs as the Boston and Massachusetts can offer them the inducement of their club-houses

at the same rate of assessment. The Ramblers have passed into history with a good record.

The disbandment of the club bids fair to lead to much hard feeling between the two factions in the organization, one of which was led by the president, and was in favor of the breaking up, and the other, which is led by the captain, and favors a continuance of the club. The captain charges the president with springing the action on the body without fair warning, and the president urges that a large majority of the club was with him, and that the question was fairly and squarely put before the club, and decided on its merits. The Massachusetts Club has been drawn into the controversy, but maintains a neutral position, and throws its influence in favor of the perpetuation of the Ramblers. We do not care to go very deeply into this matter. The parties arrayed against each other are the editors of the 'cycling columns in two of the daily papers, and the battle will be fought in printer's row. It would seem to us, though, that if the members cannot live together in brotherly love, they had better part company quietly, and let the world know not of their going.

THERE are some, doubtless, who think the time made at Hartford incorrect. The fact that the boys made 1.24 for the half in their race, is cited to support their reasons for doubting. We have no doubt ourselves, in the light of our present information, that Sellers' time is a *bona fide* record. The track was perfect, and in the early part of the racing there was no wind. The send off was good, and the pace making by Dolph all that could be desired. Added to these facts we learn that Mr. Sellers, — by the way, is it Sellers or Sellars, — is regarded in England as a very fast sprinter. If the track was short and the timers doing the cutting of records, why did not Howell do better than 2.42? The reason he did not come up to Sellers is doubtless owing to the fact that he had no one to push him, and there was at the time he rode a little breeze blowing. The time is wonderful, but we can see no reason to reject it because it is so.

THE performance of Sellers, at Hartford, was a genuine surprise to every one. His previous records did not warrant the

belief that he possessed such wonderful powers of speed, while few supposed that Hartford was the locus of such a track. While, of course, we should have preferred to see an American wheelman credited with the world's record, we must give our visitor full praise for his splendid performance. We congratulate Mr. Sellers, as well as those riders who maintained the honor of America so well, and trust that the events of this week will prove as auspicious as that of last.

THE C. T. C. run for Monday and Tuesday of next week will prove a pleasant relaxation after the excitement of the "circuit." Every member of the C. T. C. should endeavor to be present, and we have no hesitation in prophesying a very jolly time for all who attend the run. There is no need of our giving any of the details of the arrangements, as a circular containing all the needful information has been sent to every American member of the C. T. C.

OUR old friend Norton has at last realized the expectations of his friends. His performance at Hartford possesses such intrinsic merit as to entitle him to a place among the best of our racing men. His time for the mile of 2.41, certainly entitles him to be placed at scratch. Norton is a good man, and his sudden jump to the top of the tree indicates that some good work has been done during the summer months.

DOLPH did not surprise us much, as our private advices had led us to look forward to something remarkable from him. When we consider that hitherto our American riders have not shown wonderful capabilities for speed, we must regard Dolph as the first of our countrymen to place us on an equality with the riders on the other side.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

### Chicago.

THE first month in fall, with its R and oysters, good roads, cool wheeling and tournaments, has come. The fairs in the vicinity of Chicago, and, in fact, throughout Illinois, are booming, and the usual inducements of money prizes and medals are offered. To show the dark ignorance of an Illinoisan as to amateur standing

and money prizes, he declares with great simplicity and guileless innocence to the League consul, as he hands in his dollar for admission into the L. A. W., that he has won ten dollars here and twenty dollars there, and gives away a whole lot of innocents like himself who were in the same affairs. We know two League members in Illinois, one a consul, who has raced for money prizes, and these gentlemen laugh in their sleeves over it, thinking the whole bevy of division officers don't know it; while, on the other side, the division racing board is watching for their entry into certain races and events in order to pluck them. The Illinois chief consul, Mr. Blake, is alive to the whole situation, and there is fun occasionally. There are now 157 members in the Illinois division, with a large majority to hear from.

With the short days and long evenings, lamps are being donned by the wheels, and the usual inquiry is made for a decent lamp that will not shake out. The purveyors of the King of the Road claim this desirable qualification, which is disputed. The Evening Star, on springs, was supposed to be free from shaking out, but we have one that continually hides its light. The wonderful shadow-destroying lamp, Tom Miller's invention, seems not to appear very numerous, on account of constant changes and improvements. No wheel is allowed on the west side boulevards and parks without a lamp, but as a lamp is a nuisance to many because of the dearth in desirable articles, the law is continually infringed. It never occurs to a bicyclist that he should stay off the drives because he has no light.

Of the seven hundred bicyclers in Chicago, one hundred belong to clubs. This leaves six hundred unattached. Question is, ought the Chicago Club to start out into a magnificent speculation and secure a grand club house that will eclipse anything yet had, or will it confine its members to seventy-five and take a modest housing. The two opportunities now present themselves for decision, and two parties array themselves in opposition. Many people seem to fly high in club house matters, and there is a disposition on the part of some to go beyond the simple sphere of a bicycle club. However, enterprise is always laudable, and should not be sat down on if it is only reasonable. The telling argument is that the bicycle has proven itself a creature that has come to stay. No one doubts it, from the fact that scarcely anyone who started in at the beginning in Chicago, has given it up. They have rather increased in interest. Therefore, if the basis is founded on the rock of endurance, why not the club that fostered it, and why should not that club grow proud with age and lodge itself splendidly? Somebody says they have n't got the shekels. This is now being seen to.

Night riding in the parks without lamps, although forbidden, is much indulged in, the protection of the wheelman being in silence. It is fine sport to skim over the

smooth drives in the pitch dark, taking chances of sudden meeting and horrible tumbles, for an object is no sooner seen than it is either mounted or the object mounts you. Thus came a 'cyclor to grief. Two girls skipped over the drive carrying a huge basket half full of clean clothes between them. Suddenly there was a whoop and a rush, and the rest of the basket was immediately filled with a howling object that descended from some terrible height in the darkness. The girls dropped the basket and ran for their lives, while the object thanked his stars that the basket was cushioned with clothes and not rocks. The detachable handle-bar adds great security to night riding, for it is a sure comforter in times of trouble.

Chicago has one champion bicycle racer left, out of the goodly number who used to brag of quick speed years ago. Van Sicklen is his name, and he wins seven medals a week, to the discomfiture of wheelmen in the towns about Chicago, who invite him out to their tournaments to do him up, and now mourn the loss of their medals. Everyone of these medals, and forty besides, Van wears on a broad breast, covering from the belt up and several reaching out on the arms. Pitman, of New York, should see him, for, like that very excellent gentleman, he wears them constantly. Once a year the Chicago Club goes out in a body to some favorite country fair to have a big scrimmage race for medals and such booty and to initiate some new candidate for racing honors. Those who met jolly Capt. Peirce on the Chicago tour, will be glad to know that he scooped in a second prize in his first race. Peirce, it will be remembered, is the fellow who was abused by the girls at Au Sable Chasm. As the tourists toiled up the sandy hill from Lake Champlain to the Lake View House, these girls sat on the fence to see us go by, and each of the four divisions edifying them with the roaring chorus of "One, two, three, ladies, howdy!" Peirce, fagged out, and half a mile behind the rest, was completely knocked off his wheel by these wicked girls, now reinforced by a large bevy from the hotel, who scream in soprano, but mighty chorus, "One, two, three. Can't hurry! All broke up!" The stain is now wiped out, for he has shown that he can hurry enough to get there second, and carries the silver medal. The journalistic race between the *WORLD*, *Wheel*, and *League Organ*, will be very interesting if it comes off, and we are taking bets on the *WORLD*. Rumor reaches us from the East that the *WORLD*'s weighty editor will ride a steam roller, the *Wheel* a deadly pony Star, and the *Organ* a Lepidoptera. This latter in a new machine just out, but is known across the water as the new Kangaroo bicycle. If the *Wheel* representative will agree to destroy space as he mowed down tourists on the Niagara to Boston tour, we will hedge on the steam roller in favor of the Star.

B. B. A.

CHICAGO, 10 September, 1884.

### Sociables and Singles.

*Editor Bicycling World*:-- In your edition of 29 August, you kindly published a communication from myself, giving experience on the different double tricycles, as well as a slight description of a "Tandem" at that time under construction.

On a new Victor we fastened a bracket on each side of frame near the axle-bearings to support the ends of a piece of one-inch gas pipe, through which the axle turns without interference. On the pipe we hooked another loop frame with little wheel, with the front of it running out back, making a hinge in the machine on the pipe, allowing the rear frame to rise and fall as the roadway compels, without varying chain tension. We put another chain wheel on drum of balance gear for chain driven by rear rider, and lengthened the forks of the trailing wheel, and bent them back to bring them about seven inches back of their former position so the wheel will constantly follow like a castor, and then built up a perch for saddle from foot-rest lugs. The regular position of pedals and handles stood the reversed position without change. Now, by fastening each of the two hooks that hold rear frame to the pipe on axle by a bolt, allowing movement, and a link in rear chain by a bolt with nut instead of rivet, we can convert to a single in a minutes' time by just loosening the three bolts and unhooking rear frame with chain.

We tried the machine, and found that in turning it would swing round very much further than was intended, owing to the weight of the extra rider swinging round the drivers as a centre; and, in speeding, its tendency was to swerve dangerously, from the same cause. We came to the conclusion that the trailing wheel should act more as a rudder, and not move from side to side so easily, so we rigged rubber bands on each side in such a way that it takes considerable power to force it out of the straight. The trials have now been perfectly satisfactory, and we feel convinced that we have as good a two-seated machine for all-round road use, with probably some speed, as we have yet heard of.

With machine geared up to fifty-seven, my wife and self climbed several hills with grades of as much as one in eleven, which we could not have done as easily with the same gearing on single machines. By-the-way, the new cast-iron gear-wheels made great friction, also, as the teeth were only roughly cut with a file, and chains kept cracking as they run. We are better pleased with this machine than any yet tried, and either front or rear seat is suitable for a lady. ABM. G. POWELL.

PHILADELPHIA, 6 September, 1884.

### The Kennebec Trip.

WHERE, in the name of all that is "wheel," is the account of the scribe and pencil pusher of the late "Kennebec Trip" we were all promised to have the pleasure, or fatigue, of reading.

Now, as I have been waiting for an account, and have not seen one, I am determined to write one myself. Our friend, the presiding genius of the unfortunate paper to which I shall send my brilliant (?) article, may take revenge on me and cast it to his darling imitator and best man, the devil, when, good-by; fond hope and desire, I'll see you in the waste basket.

The reason I am afraid our friend, the genius, will take revenge is this,—I amused myself, one very mean day last month, by blowing tobacco smoke all over his private office. If that was not mean, I'm mistaken, but I could n't help it, for I was dripping wet, and had come a mean way to get into his shop. And I verily think he felt mean also, as he wanted me to stay over two days and enter an eighteen-mile road race, when my best girl had not seen me for three weeks.

Well, this is not telling "tales out of school."

Tuesday morning, 29 July, opened up in grand style for a good all-day rain, and rain it did. The Eastern Railroad depot, in Boston, was the meeting place, and meet we did. "Fatty" and "Old Reliable," of Malden, were first, with "Skinny," of Buffalo, and "Jinson," of Brockton, a good second and third. The others came in bunches, thick and fast, and soon we were speeding away for Augusta, safely stored in a private car. At Lynn and Portsmouth we picked up recruits, but when we reached Portland we had a large addition—men and a good dinner. The principal topic of conversation was the trip of the St. Louis boys down Mount Washington—two of whom were with us. We arrived at Augusta at 3 P. M., and immediately proceeded to view the city and prepare for the evening. Messrs. Pierce, Cornish, Wyman, and Milliken, of Augusta, very kindly had invited a number of Augusta's daughters to meet us at a reception and hop. Each and all of us were taken by the arm and marched into the drawing room, where we were introduced to a young lady, and given to understand that we were to dance. And how those pipestem-legged boys did dance. Some, now and then, I am sorrow to relate, would wander off to a quiet seat in a corner and nearly drive his partner crazy by his tongue-wagging. Well, it came to an end (I won't saw what time) at last, and the Augusta boys found that they had but few young ladies to escort home. The night was intensely dark, and all who were belated on returning laid it to the darkness. How is that? Or did you take the long way round, or rest awhile at the gate?

Wednesday, 30 July. No rain, but a heavy road. The morning was devoted to a trip to the Soldiers' Home at Togus. Only four miles over, and a fine ride. The party were given a hearty welcome by the colonel in charge, who escorted us through all the departments. There are eight hundred aged and disabled soldiers there who are dependant on the United States government for their com-



fort. All are required to do some small duty, which gives of returning something for their many comforts. There is a large library and reading room, a small theatre, where opera and other matters are regularly given, a billiard hall, and a good bowling alley. One very noticeable feature was the beer saloon, which the "Western boys" very quickly made a break for. It is the only open saloon in the State, and only remains there from the fact that the State has nothing to say about United States property. Messrs. Beckers and Rogers, of St. Louis, showed the soldiers what could be done in the way of fancy tricks on a bicycle. When we took our leave we were given three rousing cheers by the soldiers, and grand cheers they were.

Upon return to Augusta we had our pictures taken at the State House, Mr. Blaine's home and at the hotel.

After a hearty dinner we started for Waterville, twenty-seven strong. The ride of nineteen miles was devoid of incidents of mention.

At Waterville we were quartered at the Elmwood, a beautiful summer hotel.

In the evening we were again treated to a dance, and some of the boys would flirt with a Bangor young lady.

*Thursday, 31 July.*—Fever, the sun had all day. Roads good and fine coasting. Skowhegan, eighteen miles, was reached in two hours, and here we had the fun. After dinner the citizens came around and took all for drives up and down the river. At four in the afternoon the Norridgewock "Brassy" Band arrived, and proceeded to make, or unmake, music for the million. Two boys, Milwaukee and Buffalo, thought they preferred a piano and two New York faces to a drive, so they stayed at Hotel Coburn all the afternoon. "Form fours, open ranks," was the command after supper. That band, in front of us, played as they had never before played, as we marched to the square to see the fireworks in our honor. When the fire works were over, back we marched to the hotel, for a musical given by the "Guests of the Hotel." A banquet was next in order, and a fine one it was. Toasts were responded to by Col. Wildes and E. H. Elwell (of Portland) on behalf of the citizens, and by Messrs. Miller, Fuller and Hazlett, on behalf of the tourists. After the banquet a hop was held which lasted far into the small hours. Hotel Coburn was profusely decorated with ferns and flowers. A centre table was entirely covered with violets, so arranged by colors, as to represent a wheel. Never will we forget Skowhegan, especially the St. Louis boys.

*Friday, 1 August.* Sadly and with weeping eyes did we leave Skowhegan. One stayed until noon, and did the day's trip after dinner. The roads were rather heavy from the night's hard rain, but all went though safely. When almost to Solon, our dinner place, we struck an elegant coast through woods. The coasting was all right, but a sharp turn to the

left with a sand pit was what we could not understand. Even the boys who coasted Mt. Washington were thrown right and left. The first thing to do after reaching the pit was to take a tumble in the fine sand, get yourself and wheel out of the way, and then watch the next man roll all over. On the outskirts of Solon a large number walked into the back door of a house for milk, and nearly frightened a Boston young lady out of a year's growth—if such a thing is possible. She said she could handle one or two, but when at least a dozen attacked at once, she was willing to back down. When all the stragglers had arrived we entered Solon behind a band, and proceeded to the Maynard House for dinner. Immediately after dinner, "Beck," "Milwaukee," "Leadville," "Skinny," and the "Masher," met the aforesaid Boston girl and some of her friends, and proceeded to the town hall, where they danced, sang, and generally amused themselves. The "Masher" was mashed himself, and declared his intention of getting married immediately, but we have not as yet received his cards. These five young gentlemen were left by the party, and had the pleasure of riding to Bingham alone. Just as we were sitting down to a trout supper our friend who stayed over in Skowhegan came in hungry and tired. After supper, as there was no programme for the evening we amused ourselves by chasing a dog, disturbing a party on a doorstep, and also by marching lock-step through the town to the music of a hotel gong. Songs were sung, and stories were told to be laughed at. When the hour for retiring came, what a pillow fight was had. All over the house, no matter where. Even our manager could not stop the racket. Quiet came at last, and the rebels slept.

*Saturday, 2 August.* Who will ever forget this day? What roads, and what a dinner! The road from Bingham to "Carney's" followed the river very closely, and was on the side of a hill all the way. River, way down below on one side; the hill, way up above on the other, and trees on each, which made an arch over the entire road; in fact, an avenue with a roadbed fit for a park. John Carney is the man to get up a good meal. None of those hotel fancy dishes, but good, wholesome stuff.—trout fit for a king, and such onions! and berry pies never before were set in front of a plate. Not a trout or pie left! By actual count thirty-five pies disappeared. "The Fork" was made in short order, and here we reached our resting and turning place. After supper the Waltham boys and a few others started out to find Moxey's Falls, so as to have the pleasure of seeing them by moonlight. They went without a guide, and, after going a mile or so out of the way, they were fortunate enough to find them, and amply repaid by the sight for their trouble. They returned to the hotel in time for breakfast. We greatly missed the jokes of the St. Louis boys here. They left us at Bing-

ham and returned to Skowhegan to be entertained by the New Yorkers.

*Sunday, 3 August.* The morning was devoted to rest and church, Rev. H. F. Fuller, of Chicago, preaching to a goodly-sized congregation. After dinner all went to view Moxey's Falls and surrounding scenery. The falls are ninety-five feet high, and very picturesque. There are three pools in which many of the boys went swimming. While in the third pool our "lone fisherman" ventured too close to the outlet, and over he went, down three or four feet, into the river below. The evening was spent quietly, and all retired early.

*Monday, 4 August.* We reversed the ride of Saturday, which brought us back to Bingham for another night. Although we had, on Friday night, kept the town awake beyond the hour of their retiring by our noise, they invited us to a regular old-style country dance. Two fiddles, a flute and an organ for music; same tune for each dance, be it waltz or other. It was dance or get laughed at, and dance and be laughed at. Where did the boys learn to "pivot with his girl?" "Bitt," "Fatty," and "Damit," how is this?

*Tuesday, 5 August.* The last day of the trip we were doomed to have the only rainy day. It was not exactly a rain, but a fine mist. We ferried across the river, as a starter, and here one of the boys not being satisfied with the mist, deliberately sat down in the river. Very queer thing to do. Going through a field, our treasurer picked up an acquaintance with a horse, and horsey, true to his new-found love, followed for over a mile, when he was driven into another field and left to meditate and reach home as best he could. Dinner was taken at North Anson, where a number of boys took train for Skowhegan, not liking the rain. All reached Skowhegan for supper, and ended the wheeling part of the trip. In the evening many visited the skating rink, while others made calls.

*Wednesday, 6 August.* Left on morning train for Boston and way stations.

Many times have we heard it said that that the Maine roads are unridable, but the "Kennebec Tourists" know better. Every one of the twenty-seven are ready to defend the roads of Maine, and all are eternally grateful to Mr. Frank A. Elwell, of Portland, Me., who so successfully planned and carried out such an enjoyable trip as ours, and we all hope to join him again. SKINNY VARIETY.

## CURRENTS CALAMÓ

THE annual meet of the Indiana division will be held at Indianapolis, 1 October.

How well the English champion rides.

It is not the first case on record where social rambles have led to marriage. Miss Rambler to Mr. Massachusetts this time.

PROF. HARRY W. TUFTS has distin-

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Rudge's Unequalled Ball Bearings to both wheels.

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Curved Handle-Bars.

Parallel Pedals, nickelled.

Weight, 44 pounds.

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**2 Min., 39 Sec.**

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STRENGTH, LIGHTNESS, SPEED.

The first Bicycle ever ridden  
up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

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S. T. CLARK & CO., Importers, BALTIMORE, Md.

guished himself by entering into a clandestine marriage with Miss Pauline Clarke, of New York.

MR. E. C. HODGES, of Boston, and Messrs. Paul Butler and Willis Farrington, of Lowell, will take to the woods next week, going in the direction of Maine.

SCENE: Country lane; bicyclist mounted, meeting farmer, leading a fine horse, says: "Your horse looks in good condition.—fatter than mine, sir."

Facetious farmer, critically surveying the wheelman's extremities: "Ah, and my *calves* would beat your'n holler!"

DON'T go to the office with a stuffed club, this week. We are out of town.

POOR old record. He certainly dies this week.

WHILE George Nash, the celebrated fancy rider, was performing before 1,500 people at Martha's Vineyard a few evenings since a telegram was received at that place from Nash's manager, who was at Utica, stating that the boy was dead, and consequently could not appear. The telegram was read to the audience amid "tumultuous applause." Some person unknown had telegraphed the story of Nash's death to the latter's manager.

DON'T forget the one hundred mile road race, 4 October. We want to see some good work done that day. The ordinary, Facile, Star, Kangaroo, should make an interesting race for the bicycles, while in tricycles, from what we hear some good running may be looked for. We understand that a Tandem bicycle will establish the one hundred mile record on that day, taking advantage of the Boston Clubs timers and other arrangements.

Now they say it was a bicycling tourist who left his spare shirt at a C. T. C. hotel, and when he got home, at the end of his tour, wrote to the chambermaid, asking her to send it by parcel post. The ingenious damsel had plied her needle on the shirt, however, and deftly converted it into a garment for her own use; and upon receiving the wheelman's letter, she replied to this effect:—

"Dear sir, I hope you won't feel hurt;  
That I was wrong, why, none can doubt it.  
I've made a shift of your old shirt.  
You'll have to make a shift without it!"

*Wheeling.*

THE BICYCLING WORLD, of Boston, edited by J. S. Dean, is by all odds the best special sporting paper published. Since it ceased to be the official organ of the American League, it has improved in every respect. It is able now to point out faults in the League's constitution and to criticize its workings—something it was unable to do satisfactorily while representing the League. As an authority on wheel matters and as a wheel newspaper, it has no equal, on this side of the Atlantic, at any rate. It was through it that the League appointed an official handicapper; and many other needed changes in that institution are due to its unflagging exertions to extend the cause of wheeling both as a recreation

or a sport. The WORLD is a handsome eighteen-page weekly, neatly printed and a perfect epitome of American, Canadian and foreign 'cycling events.—*Hamilton Spectator.*

At the opening of the G. A. R. Rink, in Lynn, Monday evening, the Star Drill Squad appeared in their new drill (which they gave on their Maine trip) before an audience completely filling the building. The squad has a number of engagements already booked for this fall.

THE track of the Union Athletic grounds is to be put in excellent condition for the bicycle tournament to be held there next week, and until the close of the racing a man will be kept in constant daily work upon it to insure a good surface for each event. In addition to the announcement in our advertising columns a full list of the prizes and their respective values will be found in our racing news department.

#### 'Cycling Songs of Sundry Places.

##### No. 3.

BY THE SCHUYLKILL RIVER.

THE soft wind is pressing  
The breast of the stream,  
Where the waves are caressing  
The moon's slanting beam;  
As slowly I'm riding  
Where willow shades creep,  
Keeping watch over waters  
That wake not from sleep.

As slowly I wander  
On swift noiseless wheel,  
Of these haunts I grow fonder  
Through friendship's broad seal.  
And footsteps and faces  
Of comrades and friends,  
Fancy often-times traces  
Where willow-tree bends.

The breeze has ceased blowing  
From whence did it come,  
But the stream is still flowing  
Away to its home;  
And I hear the soft whispers  
Of friends vanished long,  
In the ripples that linger  
Get lost in their song.

NINON NECKAR.

#### NOVICES' COLUMN

##### Hints for Beginners.

CARE OF THE MACHINE.—It is a good plan, especially if the wheel be a nickelled one, to go over it every evening with the wiping rag, as the constant application of such will be the means of keeping the nickel shining and free from tarnish; and last, but not least, if any nuts, bolts, etc., have worked loose, they are quickly discovered and adjusted, thereby lessening the chances of an accident. We have seen nickelled machines that were wiped only when very muddy, which gave one the impression of being old, worthless, worn-out wheels, and really looked no better than some low-grade article. If the same machine

had been kept clean it would have added greatly to the general appearance of the rider, and consequently (to some), would have provoked the admiration of the fair sex.

It is a good idea to carry a small bundle of stout twine in the tool bag, as it is very useful if your tire should come loose when several miles from home, to wrap around it and hold it in place till you can properly cement it with a spirit lamp. A small piece of fine copper wire can also be used advantageously in case of the breakage of some minor part. Use the best of oil; if it does cost the most, it is the cheapest in the end. I have been in the habit of getting one-half pint at a time from some reliable watchmaker, as they use the best to be had. You can test the wearing qualities of oil, by dipping the point of a needle in it, then touch the point to a piece of tissue paper; if the oil spread quickly it is good, and the farther it spreads the better it is. An oil that is thick gums easily. Very often a rider takes a fall, and when he examines his machine, finds that the backbone interferes with the driving wheel by being bent down towards it. Unless he has had experience in that particular case he is in a quandary. First see if the trouble has not been caused by the forks being bent forward; and if not, take the backbone out, put the spindle of the neck in a vise and pull out on the end near the small wheel, which seldom fails to bring matters right. I have seen a wheel where the trouble was in the spindle of the neck being bent in that way, that had been taken to a blacksmith, who undertook to straighten out the backbone enough to prevent it from interfering with the driver by hammering on the perch underneath the saddle. The result was, a perch no better than before and full of small cracks where he had struck it; thus illustrating the folly of having such men tamper with work they do not understand. Handle-bars probably cause more trouble, by being bent and broken, than any other part. A good way to straighten them (if you are stout enough) so that you can finish your ride, is to place one foot on the axle where the crank is fixed, now take the handle-bar in both hands and give it a quick upward jerk with all your strength. I am personally acquainted with a plucky rider who performed the above operation in the middle of a race, then went on and finished it, coming in a winner. When anything serious happens which is beyond your skill, it is better to take the machine to some shop where they make a business of repairing them. A bent crank is an often occurrence, and a few hints about it may be of some use. It can be done in any place wherever you can find a block of wood of sufficient size, sawn straight and true. Take off the crank, lay it on the block, with the outside of the bend up, place a small piece of board on it; then get another heavy piece of wood and strike with all your might, and if the metal is good, a few heavy blows will



suffice to bring it back into its original position. As a proof of this let me say that I have done it miles away from any shop or town. You can generally find the requisite tools that I have described in the woodyard of the nearest farmhouse. You should always have on hand sufficient cement with which to repair cuts in the tire; also some for cementing the tire to the rim. By all means have an "Acme" stand, or some other device as good, in which to place the wheel when not in use. And when you are away from where it is, let the machine rest against something steady by the handle-bar only; leaning it against posts, telegraph poles, fences, trees, etc., is apt to scrape the paint off a machine finished in that manner. Also keep away the irrepressible small boy; with his inevitable stick and dirty fingers, and his utter disregard for the rights of others. And the man who asks you to let him try it because he could ride a velocipede when he was a boy,—take my advice and steer clear of all such characters. The practice of lending a wheel to every one who has the inclination to ask for it is a bad habit. If persisted in it will finally end in the owner finding out that, for some unaccountable reason, his mount is rapidly wearing out. Lending to personal acquaintances whom you know are good riders, or to men that you know by reputation to be such, should be done as a matter of courtesy, as "like begets like," and no one except some boor, which I am glad to say are "few and far between" in the ranks of the wheelmen, will take advantage of your kindness.

Riding the wheel: To be a good road rider, one requires pluck, endurance, and a fair amount of good nature stored away ready for use when some unforeseen occurrence transpires, which in some would call forth a murmur of discontent. For instance, what is more exasperating, when riding on a narrow road, dodging here and there to avoid ruts and stones, to come suddenly upon a team standing in the middle of the road, the driver exchanging gossip with some acquaintance on foot; the callopie is blown loudly, or the bell is rung, but all to no purpose; he merely turns his head and gazes at you in open-mouthed surprise, while you approach, dismount, and, as you are leading your machine around him, to have him draw out, "Say, young feller, can't yer ride where't's rough." Breathing maledictions on his head, you mount in front and speed away. When riding upon country roads it is best to be as accommodating as possible. If you meet a team that you think would not be safe to pass, dismount at once, and as quietly as possible; for sometimes, if you dismount with a rush and a jump (as I have seen some do) it will make a nervous horse shy, and perhaps cause an accident. Always speak soothingly to a horse as you pass him, if he is at all restive. Whenever you meet a loaded team, give them the right of way, it is easier for you to turn out than it would be for them.

When riding in company upon poor roads a good rule is to keep about twenty-five or thirty feet apart at the least; in case the rider ahead of you should fall, or slow up suddenly, you will have plenty of time to avoid him; it will also give you a chance to see the road better, and enable you to pick your way with greater ease and safety. Never coast a hill unless you can see the bottom, or are personally acquainted with the nature of the ground. Just think of the danger you would be in if you should happen to come suddenly upon a bridge with a plank or two up for repairs; or a team where you would not have room to pass. In climbing hills, if they are short and steep and the ground at the bottom tolerably smooth, I find that the best plan is, to go at them with a rush. The momentum of the machine will generally carry you over the steepest part, without any extra exertion on your part. On the contrary, for a long up-grade, work slowly, so that you will not lose your wind before you reach the top. Do not be discouraged if some of the old riders do get away from you—practice does it. When you feel your limbs begin to ache by rapid pedalling or hill climbing, ride slower or get off and walk up the hills, until the pain stops. Be moderate and do not expect too much the first year, and each succeeding season will find in you a marked improvement. Wear flannel, it is the healthiest and easiest to keep clean. Do not shout and yell as you pass any one. Act like a gentleman and you will be universally treated as such. Eschew all bad habits, and cultivate those which will only bring you credit. You will thereby uphold the high moral standard which the American wheelmen, as a rule, have attained.

WILL YE.

## RACING NEWS

TORONTO, ONT., 6 September. — One-mile, green, W. M. Hurst, Wanderers' Bicycle Club, first, in 3m. 34s., by ten yards; T. J. Capron, W. B. C., second. One-mile, open, F. W. Clark, Woodstock (Ont.) B. C., first, by four feet; H. P. Davis, W. B. C., second, 3m. 23s. Both men claimed foul, and the referee ordered them to run again, which they did, Clark winning by fifteen yards in 2m. 59s. Three-mile handicap, P. Doolittle, scratch, T. B. C., first, by twenty yards; H. Ryrie, T. B. C., four hundred yards, second. Time, 10m. 10s. Quarter-mile, velocipede, boys under ten, P. Barr, first; R. McColl, second. One-mile, city championship, H. P. Davies won. This makes two wins for Davies, the prize having to be won three times. Half-mile, boys under sixteen, 48-inch wheel, P. Bonstead, first; W. Brown, second. Two miles, club championship, P. Doolittle, first; F. J. Campbell, second. Time, 7m. 20s. Time race, one-mile, time 3m. 59s., J. Stuart, first; P. Doolittle, second. Stuart was the last man in, Doolittle in front of him. Five-mile handicap, F. W. Clark, scratch, first, by twenty yards; H. P. Davies, scratch, second. Time, 16m. 63s. Fancy riding, W. Hurst, the only entry, gave a fine exhibition.

ROCHESTER, N. Y., 4 September. — The first race was three miles, for the championship of the club, and was won by M. F. Shafer in 11m. 46½s. In the four-minute club-race J. C. McNab won in three straight heats. Time, 3m. 52s., 3m. 53s., 3m. 53s. The one-

mile, free-for-all race was won by J. S. Hedges, Buffalo, in two straight heats. Time, 3m. 30½s., 3m. 28½s. The 3:20 club race, best two out of three heats, had four starters, and was won by J. J. Connolly in 3m. 38½s. Shafer one-quarter second behind. The tug of war between the Genesee and Rochester Clubs was easily won by the former. A tricycle race between F. L. Hughes, Buffalo, and I. Edington, Rochester, was won by Hughes in 5m. 8½s. A slow race, one hundred yards, was won by Barber in 4m. 5s. In the two-mile dash, free for all, the entries were Barrows, Schirk, Turpin, Hedge, White and Weber. This was closely contested and won by W. A. Turpin in 7m. 17½s. In the ten-mile conditional race, the contestant leading under the wire the greatest number of times to win, was taken by M. F. Shafer, winning the first six miles. Time, 3m. 43s., 7m. 40s., 11m. 47s., 15m. 53s., 19m. 55s., 24m. 1½s.

PITTSFIELD, MASS., 9 September. — Prizes given by the Berkshire Agricultural Society at their annual fair: First race, one-mile tricycle, county championship, prize medal \$20, H. G. West, first, 4m. 21s.; L. L. Atwood, second, 4m. 23s. Second race, five mile, open: First prize, \$25 clock; second, \$8.00 set of silver butter dishes; first, H. S. Wollison, 16m. 35s. L. A. Weston second by a quarter of a mile. Third, two-mile bicycle race: First prize, a \$15 dressing case; second, \$8.00 set of silver fruit knives. First prize, H. S. Wollison, 6m. 34s.; second prize, L. A. Weston, 6m. 37s. Fourth race: First prize, \$8.00 set of Venetian vases; second, \$4.00 silver castor, three pieces. First, A. L. Dewey, 1m. 32s.; second, R. A. Dewey, 1m. 32½s. Track very poor, and time good for track. Very heavy wind blowing.

BROOKLYN, 6 September. — Williamsburgh Athletic Club grounds: Three-mile handicap, Lewis Hamilton, scratch (1), 10m. 34s.; E. W. Candidus, sixty yards (2).

H. A. SPEECHLY, Ranelagh Harriers, in an attempt to beat, for a good medal, the fastest bicycle record for half a mile, failed, but he rode the first quarter mile in 39s., beating the record. The trial took place at the Crystal Palace track, London, England, 23 August, after the race meeting of the Clapham Park Bicycle Club.

THE CYCLING TOURNAMENT which is to be held on the Union Athletic grounds, Huntington avenue and Dartmouth street, 25, 26, and 27 September, promises to exceed anything of the kind ever before held in this country. The prizes are now being manufactured by the Meriden Britannia Company, and will be placed on exhibition in Boston during the ensuing week. The amateur events and prizes are as follows:—

### FIRST DAY.

One-half mile race: First prize, a cup valued at \$50; second prize, a silver cigar box, \$25; third prize, a silver vase, \$15.

Three-mile race: First prize, a silver tea set, \$75; second prize, a fruit stand, \$40; third prize, a toilet set, \$15.

Three-mile race, open to Boston riders only: First prize, a repousse tilting water set, \$75; second prize, an umbrella stand, \$40; third prize, a fruit stand, \$25.

Two-mile race: First prize, silver and gold cup, \$60; second prize, an ice pitcher, \$30; third prize, an old copper cigar box, \$15.

One-mile tricycle: First prize, silver cup, \$50; second prize, toilet set, \$25; third prize, an ice pitcher.

Five-mile race: First prize, silver and gold prize cup, \$150; second prize, gold-plated tea set, \$75; third prize, old copper buffalo hunt, \$30.

One-mile race, 3 25 class: First prize, gold vase, \$50; second prize, fruit stand, \$25; third prize, a vase, \$15.

One-mile record race: First prize, a cup, \$60; second prize, old copper cigar box, \$30; third prize, a hammered old copper smoking set, \$15.

### SECOND DAY.

Two-mile race: First prize, a gold-plated epergne, \$60; second prize, a cup, \$30; third prize, a gold and silver inkstand, \$15.

Two-mile race, 6.50 class; First prize, a decorated card table, \$60; second prize, a gold and silver lamp, \$30; third prize, a gold and silver vase, \$15.

One-mile race: First prize, a cup, \$50; second prize, a fruit stand, \$25; third prize, a toilet set, \$15.

Twenty-mile race: Columbia prize cup, \$1,500, and a gold medal in addition.

#### THIRD DAY.

Three-mile record race: First prize, a gold-plated tea set, \$100; second prize, a hammered silver mirror, \$65; third prize, a silver coffee urn, \$30.

One-mile tandem race: First prize, two prize cups, \$50; second prize, two vases, \$25; third prize, two flasks, \$15.

Two-mile tricycle race: First prize, an old silver plaque, \$65; second prize, toilet set, \$30; gold-plated jewel casket, \$20.

One-half mile race: A gold and silver lamp, \$50; second prize, old copper plaque, \$25; third prize, a gold-plated fruit stand, \$15.

One-mile, hands off: First prize, old silver buffalo hunt, \$40; second prize, pair gold candle sticks, \$20; third prize, individual castor, \$10.

Five-mile record race: First prize, gold and silver prize cup, \$300; second prize, a gold and silver prize cup, \$150; third prize, a gold and silver tilting water set, \$50.

Consolation race: First prize, a gold fruit stand, \$40; second prize, a silver and gold fruit stand, \$25; third prize, a card receiver, \$15; fourth prize, an individual castor, \$10; fifth prize, a gold vase.

### WHEEL CLUB DOINGS

**BOSTON RAMBLERS.**—A special meeting of the Boston Ramblers Bicycle Club was held Thursday night. The attendance was the largest in the history of the club, over two-thirds of the active members being present or represented. The officers presented reports showing the condition of the club to be financially solid. The president, Mr. W. I. Harris, reviewed the conditions the club would be under in the future, and the necessity of new quarters, 1 October. He stated that the club, not being able to provide accommodations for its members such as the two other leading clubs presented, was steadily losing members who were joining other clubs, and that he had the assurances of a large number of men comprising one-third of the active membership, that it was their intention to leave the organization 1 October. The only way in which such a heavy loss of members could be prevented or checked, was for the club to build or hire a club-house, and furnish it in a style to compete with the Massachusetts and Boston Clubs. This, after a careful canvass of the members, the president said, he found to be impossible, not from want of inclination, but from inability to raise or contribute the necessary funds. In view of these facts, he thought the only alternative left was to disband, while the organization was abundantly able to pay all just claims against it, and consolidate with the Massachusetts Bicycle Club under provision of such arrangements as the executive committees of the two clubs should determine. He made two motions carrying into effect the suggestions above, disbanding the club 1 October, and consolidating with the Massachusetts Club. After a long debate, both motions were adopted, there being only seven votes against disbanding and only six votes against consolidation. The club committee will sell all property of the club, pay all claims, and the residue will be divided among the active members in good standing, 1 October. The small minority against disbandment and consolidation will, it is said, form a new club. The balance of the active members, with few exceptions, and a large number of the associate members will undoubtedly join the Massachusetts Club. Twenty members have already signified their intention to do so, and handed their names to the secretary, to be presented to the Massachusetts Club. The disbandment of the Ramblers Club is to be deplored

and regretted, but though lively and energetic wheelmen, the club lacked the sinews of war necessary to the establishment of an organization that could compete with the two leading clubs of this city. The dues of the Massachusetts and Boston Clubs were the same as the Ramblers, and with the superior facilities afforded by the elegant club houses of both organizations, the latter club could not cope with them. With one exception, the leading men were of the opinion that there was no future for the Ramblers Club, and unanimous in their opinion that disbandment and consolidation was the only thing that could be done.

**MEMBERS** of the Star Bicycle Club, of Lynn, with their lady friends, held their regular semi-annual supper at Nahant, Wednesday evening, 3 September. After a fine banquet at the Bass Point House, the company adjourned to the Bijou Cottage (belonging to the Star drill squad) where the remainder of the evening was spent in dancing and singing.

**THE Atlanta Bicycle Club** is a very flourishing institution. It is officered as follows: President, C. H. Smith; secretary and treasurer, Will Thomas; captain, C. H. Freyer; color-bearer, J. N. Forsyth. C. H. Freyer, of the club, entered the Montgomery races on the 10th.

### NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

#### Answers to Correspondents.

**F. E. D.**—Keep it up. Will let you know when the waste basket yawns.

**B. B. A.**—We thank you; but don't make the bets too large.

**R. G. KNIGHT.**—22 August. We will send a copy.

**H. B. SMITH MACHINE COMPANY.**—Thanks. The "Pony" arrived safe and sound, and is now in the stable. We will thoroughly test it as soon as possible.

**JOHN AMER, CAMBRIDGE.**—We are the ones referred to. Would be pleased to exchange ideas with you.

**EDWARD CARVER.**—(1.) A mechanic could answer such a question better than we. Personally, we would hesitate before doing what you suggest. (2.) No. (3.) The Yale, if carefully selected. (4.) No. You will, doubtless, be better satisfied with a new mount. (5.) Our advice would be, if you think placing the saddle well back, will not overcome the objection, have a machine built just as you want it. If you will write us what rake you desire, we will see if we can find a machine that will suit you. Different ones of the same make vary in that respect.

### FIXTURES

- 18 September, Thursday:  
Third day of Springfield Tournament. Run to Holyoke at 9 a. m. Races at 2.30 p. m. Fireworks in the evening.
- 19 September, Friday:  
Fourth day of Springfield Tournament. Races at 2.30 p. m.
- 22 September, Monday:  
First day of Wheel Around the Hub.
- 23 September, Tuesday:  
First day of New Haven Tournament.  
Second day of Wheel Around the Hub.
- 24 September, Wednesday:  
Second day of New Haven Tournament.
- 25 September, Thursday:  
Races at Troy, N. Y.
- 27 September, Saturday:  
Championship races of N. A. A. A. and L. A. W. at Brooklyn, N. Y. Two and five mile bicycle.  
Races at Lawrence, Mass.
- 4 October, Saturday:  
100 mile Road Race Boston Club.  
Races at Northampton.
- 16 October, Thursday:  
Races at Scranton, Pa.
- 23 October, Thursday:  
Fall races, Cleveland Club.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

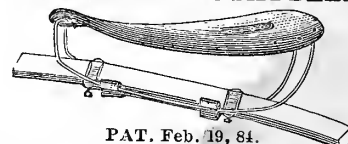
**A 40-INCH SPECIAL FACILE, PERFECT** order, little used, with lamp and bell; cost \$143; will sell, crated, for \$110. Also, double-breach loading gun, ten-bore Clayborough, with all improvements, case, loader, etc.; cost \$120, sell for \$60; used one season. Address H. S. BARNES, Orange Valley, N. J.

**FOR SALE.**—A bargain, 54-inch Special Club, nickel-plated, and in an excellent condition; price \$100. Address C. S., Box 2683, New York City.

**FOR SALE.**—Expert Columbia, 56-inch, full-nickelled, swinging spring, bent bars, ball pedals, used but little, \$130; Expert Columbia, 52-inch, full-nickelled, ball pedals, bent bars, ridden once, good as new, \$120; British Challenge, 54-inch, full-nickelled except felcos, ball pedals, in first-class condition, \$110. Address G. R. BIDWELL, 4 E. 60th street, New York.

**FOR SALE.**—Victor Tricycle, pattern of 1884. Used but little, good as new. Address X, care of BICYCLING WORLD.

### DURVEA STAR SADDLE.



PAT. Feb. 19, 84.

The STAR DURVEA SADDLES are now ready for the market, and can be obtained without delay.

Price: japanned, \$3; nickelled, \$3.75. Address,

**N. Y. TOY CO.**

Sole Licensees and Manufacturers,

**RICHARD GARVEY, Manager,**

**135 Eighth St., near Broadway, New York.**

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#### LUGGAGE CARRIER and TOOL BAG.

Send for Illustrated Catalogue. Mention this paper

**ZACHARIAS & SMITH, Makers, Newark, N. J.**

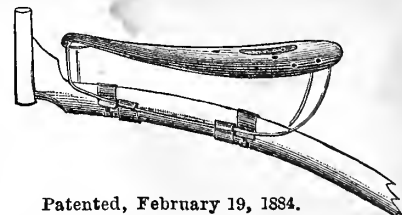
### BICYCLE SUITS MADE TO ORDER

From the best zephyr worsted, at \$7.50; Tights, \$3.00; Knee Pants, \$2.50; Trunks, \$1.50; Jerseys, \$4.50; Stockings, \$1.50 pair.

**JAMES WALDIE,**

**B. & A. R. R. Highlandville, Mass.**

### DURVEA SADDLE & SPRING.



Patented, February 19, 1884.

Used by Hendee, Prince, Woodside, Corey, Landy, Jenkins, of Louisville, Eek, Morgan, Higham, Yates; also Miles, Armand, and Sylvester, and all the flyers. Can be used also on Star bicycles.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Why Suffer on the Road any Longer? Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

**N. Y. TOY CO.**

**RICHARD GARVEY - - - MANAGER,**

**135 Eighth St., near Broadway, New York.**

Send postal for list of New and 2d-hand Machines.

## THE BOSTON SHOE.

(PATENTED.)

MADE BY

STRICKLAND &amp; PIERCE,

158 Summer Street - - BOSTON, MASS.

Approved by the leading riders, and worn by Hendee, Corey, Frazier, Woodside, and other well-known wheelmen. Price, \$5.00; to measure, \$6.00. Racing Shoes a specialty.



Sentimental and Humorous Poems of Bicycling by

S. CONANT FOSTER.

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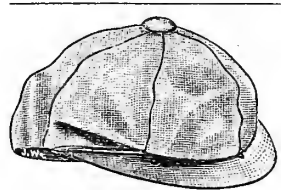
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BOSTON, MASS.

## HATS AND CAPS

— FOR —

Bicycle and Lawn Tennis.



The HAT is made of White Duck, and the CAP is a HOOK-DOWN, made of White Flannel. We will send a sample of either on receipt of **SIXTY CENTS**, fully prepaid.

THE JOHN WILKINSON CO.

68 AND 70 WABASH AVENUE, CHICAGO, ILL.

## MILLER &amp; POST,

AGENTS FOR THE

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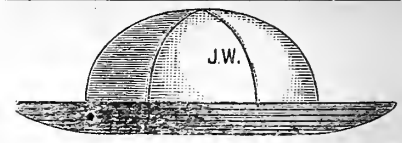
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and American Rudge.

A large stock of sundries on hand. Second-hand wheels bought and sold.

Catalogues furnished on Application.

55 East Second St. - OSWEGO, N. Y.



## THE FINAL 'CYCLING TOURNAMENT

WILL BE HELD ON THE

**Boston Union Athletic Grounds - - - September 25, 26 and 27.**

\* ————— \$5,000 IN PRIZES ————— \*

Awarded in the following events:—

## FIRST DAY, THURSDAY, SEPT. 25th.

1. Half Mile Amateur Race. — \$50 prize to first; \$25 prize to second; \$15 prize to third.
2. Three Mile Amateur Race. — \$75 prize to first; \$40 prize to second; \$25 prize to third.
3. Three Mile Amateur Race, for Boston riders. — \$75 prize to first; \$40 prize to second; \$25 to third.
4. Two Mile Amateur Race. — \$60 prize to first; \$30 prize to second; \$15 prize to third.
5. One Mile Amateur Tricycle Race. — \$50 prize to first; \$25 prize to second; \$15 prize to third.
6. Five Mile Amateur Race. — \$150 prize to first; \$75 prize to second; \$30 prize to third.
7. One Mile Amateur Race, for all who have never beaten 3.25. — \$50 prize to first; \$25 prize to second; \$15 prize to third.
8. One Mile Amateur Record Race. — \$60 prize to first; \$30 prize to second; \$15 prize to third.
9. One Mile Professional Race. — \$50 to first; \$25 to second; \$15 to third.

## SECOND DAY, FRIDAY, SEPT. 26th.

1. Two Mile Amateur Race. — \$60 prize to first; \$30 prize to second; \$15 prize to third.
2. Two Mile Amateur Race, for those who have never beaten 6.50. — \$60 prize to first; \$30 prize to second; \$15 prize to third.
3. One Mile Amateur Race. — \$50 prize to first; \$25 prize to second; \$15 prize to third.
4. Three Mile Professional Record Race. — \$75 to first; \$35 to second; \$20 to third.
5. Twenty Mile Amateur Race, for the Columbia Cup, valued at \$1,500, and a gold medal.

## THIRD DAY, [SATURDAY, SEPT. 27th.

1. One Mile Professional Race for Boston Riders. — \$30 to first; \$15 to second; \$10 to third.
2. Three Mile Amateur Record Race. — \$100 prize to first; \$65 prize to second; \$30 prize to third.
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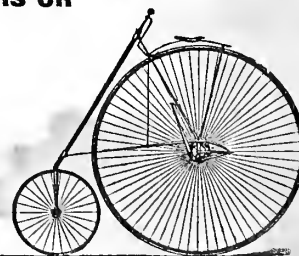
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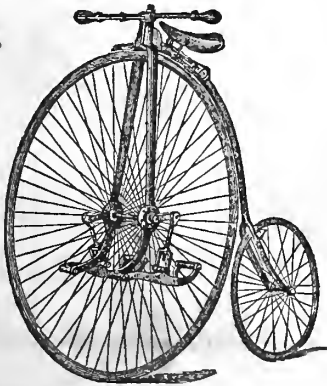
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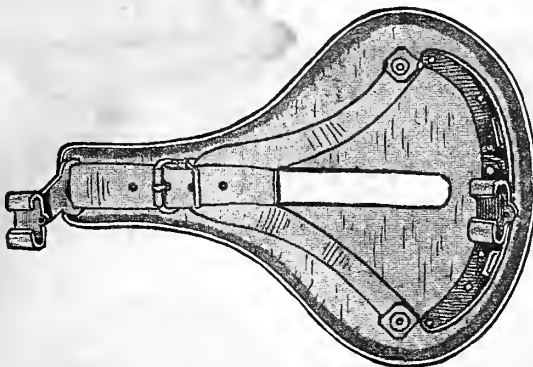
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Devoted to the Interests of Bicycling and Tricycling.

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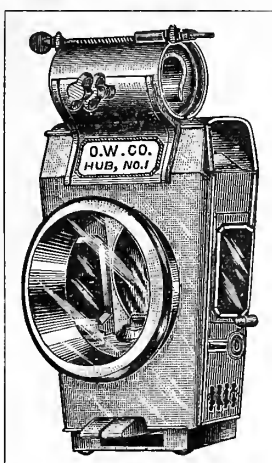
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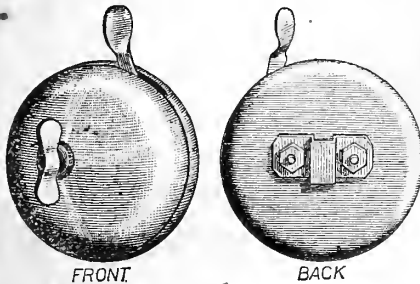
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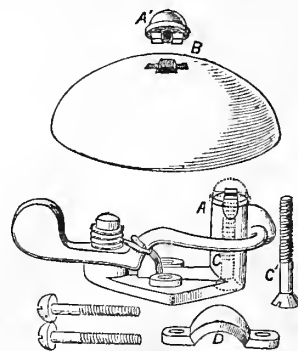
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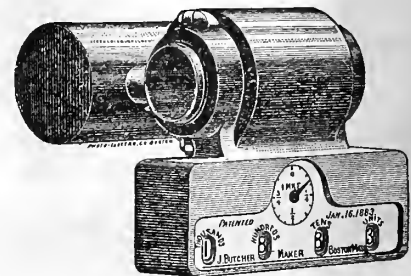
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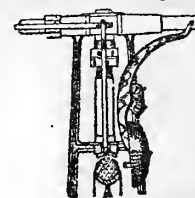
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P. S.—I would use the ribbon steering if I had to put on new ribbons every morning, and if I could not ride a Victor I would walk.



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All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 26 SEPTEMBER, 1884.

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## THE JOHN-O'-GROATS CRAZE.

WEBBS' wonderful record from Lands' End to John-o'-Groats, on a tricycle, approaching so close to that of Lennox on a bicycle, was a surprise. It was, however, done at the expense of everything that is claimed for the three-wheeler. The characteristics of the rider seem to be extreme recklessness and great pluck. He rode a brakeless light Humber, and

suffered for his carelessness. Rushing down steep and rough grades his machine was bent and broken. Of one descent he writes, "On reaching Berriedale I was told that he (Nixon, who started a day before) was only ten minutes in advance, and mounted Berriedale Brae without dismounting. I had not been warned of the dangerous nature of the hill. It is nearly a mile long, and in the descent there is a fall of at least a thousand feet. It is at first gradual, and then becomes suddenly steeper. There is a stone wall on each side, and it winds down in sharp corners, with which Aston might compare favorably. Unfortunately I lost my pedals, and down we flew with alarming velocity. I got safely around three or four corners, keeping away from those dreadful stone walls. At last at a corner I could not manage to lean over as much as I would, and was dashed into the middle of the road, falling on my head and shoulder. I was stunned for a few minutes, and then eagerly examined my machine," etc. Further on he says, "The rain fell in torrents, and on reaching Wick I was fairly exhausted, and my loss of blood made me feel weak. The people at the hotel seemed inclined to send for the police, till I explained, and then concluded that I was a dangerous lunatic." Our readers will see from the above extracts that the extraordinary results of these rides are often obtained only at the expense of great bodily suffering, and at risks most of us would not care to take. Nixon, on the other hand, did not ride as fast as Webb, but came out of the ride without damage to himself or machine. He rode an ordinary Imperial Club tricycle, weighing with luggage, about ninety pounds. Nixon's performance is of some value to 'cycling, but Webb's cannot be particularly commended from any point of view.

THERE is at present a great dearth of news, except in racing matters, but with the October moon we expect to hear of some long-distance riding. We wish to warn those who attempt to break any of the road records that their times and distances must be well authenticated.

THE several ladies who rode tricycles in Springfield, looked extremely well, and managed their machines with a skill and ease that must have created a favorable impression. We noticed a marked im-

provement in appearance, as compared with last year. We live in hopes that tricycling will yet become popular with our American ladies, so sadly in need of healthful out-door exercise.

THE sudden fastness of so many of our racing men can be laid to two causes, tracks and machines. There is no reason why we should not compete successfully with England, and we have shown each year an improvement in our ability to do so. We suggest that an effort be made to raise by subscription a fund large enough to send to England two or three of our best amateurs to compete with English amateurs on their own ground, and, if possible, to beard the lion in his den. America has been represented in every other sport in England. Why not in 'cycling?

THE credit of suggesting the interesting novelty of "record" races, introduced at the Springfield tournament, belongs to Mr. William E. Gilman, formerly editor of the WORLD, who advanced the idea to us, and we, in a paragraph, re-suggested it to the Springfield managers. Mr. Gilman's proposition, however, differed somewhat from that adopted, being as follows: Let the main prizes go to the victors at the finish, as usual, but have additional prizes of less value for each immediate mile or half mile won. This plan would give short spurters a chance for trophies in the earlier part of the race, and still secure active pedaling by the best men to the end; but we think Mr. Gilman's idea at fault in having the large number of prizes. The simplest plan would be to let the prize go to the winner of the largest number of firsts. In case of a tie in the number of firsts won, let a general average of the positions of the tied riders decide the question.

## The Racing Rules.

DURING the last few months the New York *Spirit of the Times* has been showing abuse upon wheelmen in general, and the Racing Board in particular, and has devoted more space to this vilification than it has given to bicycling news in as many years. One cannot stop on his way to kick every little cur that barks at his heels, nor can it be expected that the wheel press can descend to the level of the low-toned fellow who writes these diatribes and return him abuse in kind. The ideas and language used are as well

suiting to the bar-room and livery stable constituency of our contemporary as they are ill-suited to the constituency of the wheel press.

We are glad to see that the wheel papers have until the past week passed these articles by in silent contempt as unworthy of notice; and well they may do so, for behind them there is an astonishing ignorance of things pertaining to the wheel which stamps the writer as one whose opinion is not worth giving attention to.

The members of the Racing Board have been called idiots, fools, sneaks, etc., and a demand has been made upon President Beckwith to remove them from office. The latter we can well afford to laugh at as the richest joke of the season. The WORLD has kept silent hitherto, because we have felt that the absurd ideas and statements would fall to the ground by their own weight; but we find that good friends of ours are seriously troubled lest there be a kernel of truth in this great waste of chaff and the writer of this will say a word regarding the criticisms that have been made. We write this over our own name because the intemperate sporting man has made himself ridiculous in trying to put upon the shoulders of the WORLD ideas which belong solely to the writer and to credit the writer with ideas that belong to the WORLD. We absolve the WORLD from all that we may say in this, and the future vials of wrath may descend upon our devoted head alone.

The racing rules have been the point of attack of late and the framers have been politely called "idiots." The work of revising the rules was put into our hands several months ago, and much careful thought was given to the work.

We found the rules wholly inadequate to the purposes for which they were intended, and saw at once that they must be radically changed in idea and form. The one who drew up these rules was a member and a devoted friend of the N. A. A. A., and many of the rules were an exact copy of those of that body. They may have been well enough for the N. A. A. A., but under the changed conditions which bicycling introduced they were faulty and insufficient. The rules were not lived up to in several important points, and in many more they worked an injustice to wheelmen. No race meeting could be held without sanction from the League on pain of penalty, and the condition of sanction was a promise to live up to the rules. Under these rules no professional races could be allowed, and the management of every tournament where professional events were held violated the promise to live up to the rules. The rules were singularly illiberal, for, if a manufacturer desired to get up a race for machines of a particular kind, to test their speed or quality, the League stepped in and said he should not. The manufacturers of the Facile have given races in England for riders of their machine, and now the makers of the Kangaroo will do the same thing. Is it right or proper for an or-

ganization of wheelmen to say that such things shall not be? Under a strict interpretation of the old rules no race could be held on a track not measured eighteen inches from the pole, and all races run on the road, on horse tracks, etc., violated the rules.

Such were the rules as we found them. Who will say that they were perfect? And yet we have failed to see a word of criticism in the sporting press. Aided by many valuable hints from the chairman of the Racing Board, we completed the rules and laid them before that body. We are proud to say that they were adopted without change. Speaking for the Board, we will say that any respectful criticism of the rules will be gladly received and duly considered, for it is our aim to give to the wheelmen the best possible code of rules for the regulation of racing and the protection of the contestants in their rights. Now let us quote from the *Spirit*:—

Regarding the referee, starter, and judges, the two codes prescribe as follows:—

#### NATIONAL ASSOCIATION OF AMATEUR ATHLETES.

The referee shall, when appealed to, decide all questions whose settlement is not otherwise provided for in these rules, and his decision shall be final and without appeal.

The starter shall have entire control of competitors at the marks, shall strictly enforce Law No. 3, and shall be the sole judge of fact as to whether or not any man has gone over his mark. His decision in such case shall be final and without appeal.

There shall be three judges at the finish. Two shall stand at one end of the tape, and the third at the other. One shall take the winner, another the second man, and the other the third man; they shall also note the distances between the first three as they finish. In case of disagreement the majority shall decide. Their decision as to the order in which the men finish shall be final and without appeal.

#### LEAGUE OF AMERICAN WHEELMEN.

The referee shall have general supervision of the race-meeting. He shall preside at all meetings of the judges, and shall see that protests and complaints are properly laid before them. In case of a disagreement between the judges, he shall hear a statement from each, and decide between them. His decision on all questions that are referred to him shall be final and without appeal.

The starter shall see that the competitors are fairly on their marks. He shall announce to the men the distance they are to run, and start them in accordance with the rules. He shall announce the commencement of the last lap by ringing a bell as the men pass over the marks for the final lap.

There shall be two judges, who shall see that the rules are obeyed, and shall decide all points in dispute. At the finish they shall stand at either end of the mark, and shall decide the positions of the men as they come in.

By the athletic rules the duties of a referee are practically limited to deciding claims of foul, and having thus one definite duty, he devotes his attention to closely watching the actual racing, and noting who is at fault in case of collision. The starter has sole jurisdiction in his business, and his decision is not subject to an appeal to the referee. The judges at the finish are three in number, and the majority decide, so that there can be no disagreement, and their decisions are not subject to appeal to the referee. Each officer has supreme control in his own department, there is no clashing of authority, and everything works smoothly and satisfactorily.

The League rules are jumbled in theory, and their practical enforcement will lead to ludicrous complications. The referee is instructed to preside at all meetings of the judges. The judges assume office at the beginning of the first race each day, and cease to be judges at the end of the last race. Their decision should be given immediately after the end of each race, and they have neither right, reason, nor excuse for holding meetings. There are only two judges, instead of three, so that disagreements are probable, and then appeal must be taken to the referee. Instead of limiting their duties to their proper business, deciding the order of finish, they are also empowered to decide claims of unfair starting and foul riding. No one can accurately judge a close finish unless he stands exactly on the finish line, and if he watches the finish he cannot also watch the racing and see who errs in case of a foul made near the

finish. Nor can a man, standing at the finish line, clearly see the details of a start made on the opposite side of the grounds.

We will allow wheelmen to judge between the two rules. In those of the N. A. A. A., the fate of a rider is often placed in the hands of one man, and men are fallible. In the League rules the work of every officer is overlooked and judged by three men, and every question regarding the start or foul is considered and decided by three men. In a multitude of counsellors there is wisdom. At Springfield the judges had several close decisions, and one case of foul riding. In the case of the foul riding the judges were on the track, saw the whole proceeding, and at a meeting with the referee decided the question. Under the Athletic rules the judges would have had nothing to say. The writer above will not allow meetings to be held. It was found very necessary to hold meetings at Springfield, for several protests were sent in, and the judges were asked to establish certain precedents which they did at meetings after consultation. Our friend has much to learn.

The question which vexes the *Spirit* most is the timing. Hear this:—

And now we reach the apex of this pyramid of blunders. Rule 6 reads, "Each of the timekeepers shall time every event, starting the timer from the report of the pistol. In case of disagreement the average shall be the official time. In case of a record being broken, the slowest time shall be taken."

Ever since there have been in the world contests started by pistol-shot, it has been the invariable custom, rule and law, at all times, and in all sorts of sports, to time from the pistol flash, and in no other way. It has been left to the Racing Board to immortalize themselves by inventing and indorsing a system of fraudulent timing from the report of pistol.

In addition to the above the editor has brought forward the testimony of a large number of horse jockeys, who state that they always time by sight, not sound. If our fresh young friend had consulted wheelmen he would have found that when a man is on his machine ready to start, his eyes are cast downward on his work, and he would be at a great disadvantage were he to be looking about for pistol flashes which it would be hard to see on a sunny day. Moreover it is important that the pusher-off gets the signal at the same time as the rider, and as he is behind, also looking down, we would like to know just where the starter could stand so that the flash could be seen. If he stood in front the rider would be between the pusher-off and the flash. Our friend of the *Wheel* has gone into this subject and we will let him say a word on it:—

Our worthy and esteemed contemporary, the *Spirit of the Times*, has of late been severely attacked with a fit of indigestion over the recent rules of the racing board, which were published a few weeks ago in the *League's Gazette*. That some of them are open to criticism we freely admit; but our erratic neighbor is not content with pointing out the existing errors in a dignified way, which would better befit a journal of such prominence as the *Spirit of the Times*, but it immediately assumes the manner of one of the gangs that we read so much about in the daily papers, and proceeds to "knock out" the poor Racing Board in a very few rounds.

We admit, for the sake of argument, that the *Spirit* is perhaps posted in the matter of dog fights, bruising matches, and the like, but in the matter of bicycle racing its knowledge is confined almost solely to the little penny races given by the athletic clubs around New

York, and when it insists that all bicycle races should be timed from the flash of the pistol and not the report, and refuses to accept any records timed otherwise, it places itself in a ridiculous light as far as being an "authority" on the subject is concerned.

While we are, perhaps, not as familiar with general athletics as our erratic neighbor, we are quite well posted in regard to the requirements of track athletics. We know it is absolutely necessary to time from the flash in foot races, where the nimble athlete often starts before the pistol; but in bicycling, things are different. The pistol firer is rarely ten yards from the timekeepers, as any race short of a half mile is a thing almost unknown. If we had 100 and 220-yard dashes on wheels, where timekeepers are necessarily some distance from the pistol, we would cheerfully admit that it would be essential to correct records to start the watches from the flash and not the report, as we readily understand that light travels faster than sound, and have not the slightest doubt but that the racing board were fully aware of that fact, as all of them are men of good education.

Bicycle racing, however, differs from foot racing. The machine is brought to the scratch with the driving wheel touching the line and held upright by an attendant. In this position the rider carefully climbs into the saddle, the attendant's attention is immediately engaged in assisting him to keep his equilibrium, and his eyes are necessarily fixed on the rider and not on the pistol. The rider, with his back to the starter, cannot afford to risk breaking his neck in looking for the pistol's flash. He relies on the report, and never starts before he hears it. The attendant never pushes the machine off before the report, and why in the name of common sense should the watches then be started before the report? Simply because athletic rules say so? Certainly not. Bicycling is entirely independent of athletic rules or athletic associations. It is as distinct a class of athletics as boating is from sprinting, and merely because some one else has their special rules, is no indication why the League should follow them. Common sense should dictate, and any one who has seen bicycle racing knows it is impossible to start a rider before the report of the pistol. The editor of the *Spirit* has, we believe, acted as pusher off in some of our local wheel contests; but we will wager him a new hat that he never started his man before he heard the report of the pistol.

We do not know whether the *Spirit* accepts the 2.39 record made by Sellers last week at Hartford; neither do we especially care; but as the pistol was fired within ten feet of the timers, we would be glad to know what the *Spirit* figures the difference in time between the flash and the report. According to our figuring, it would amount to one one hundred and twentieth part of a second. As an eighth of a second is almost the smallest amount of time that can be registered on the ordinary stop watch, the absurdity of the *Spirit's* refusing to accept a record made under the "report of the pistol" clause must be apparent to all intelligent wheelmen.

If the *Spirit* wishes to become an authority on bicycling, it should devote its columns to the news of the day, attend the great race meetings, and not publish such unmitigated trash and abuse as it grinds out to its readers each week. We dislike controversies, and having expressed our opinion on the wisdom of the starting rule, and given what we think good reason for accepting it, we propose to let the *Spirit* do pretty much as it pleases, knowing that its ravings will be little heeded by those directly interested. — *Wheel*, 19 September.

Here is another witness: —

**Editor Bicycling World:** — The statement put forth by the *Spirit of the Times*, that bicycle races should be started by the flash of a pistol, is absurd, and I can imagine the smile that would spread over Frank White's countenance when he should hear such a proposition. Frank White is and has been for years the starter at Wolverhampton, and he always stands behind the men at the start. A rider's eyes, if he is attending to his work, would strike the ground two yards in front of his machine, and he could not look up to see a flash. The man who wrote that could never have ridden a bicycle. In handicap races White always takes a position in the middle of the field, so that the report will come to the men and the timers at the same moment.

JOHN S. PRINCE.

One word regarding a section of Rule B, which reads: "No record made on the Lord's Day will be considered." It

is no argument against this to say that bicyclers are habitual breakers of the Lord's Day in that they ride their wheel on that day. We never hesitate to take a quiet ride on Sunday, and think we do no harm when we do so, but we do not race, nor would we attend a race meeting. We believe that a National association like the L. A. W., should come out for good order and respect the wishes of a large proportion of the community by setting the seal of its disapproval upon Sunday racing, and while it has no power to stop such practices, they shall not receive recognition in the official archives of the organization.

In conclusion we will say that we think the rules are well adapted to the sport. If they are not so they can be easily changed and the Board will be glad to receive suggestions. We think we speak by the card when we say that in future the L. A. W. will take charge of bicycling racing and insist that its rules be observed, and that no championships will be given out unless they be run under League rules. The rules of the N. A. A. A. are faulty and insufficient and they will not be approved. Hear him once again: —

The Laws of Athletics have been in constant use for twenty years, and the particular law which relates to timing by pistol flash dates back more than thirty years. If our recollection is correct, neither the N. C. U. nor the L. A. W. has yet seen its sixth birthday, and the sport of bicycling is not much older. Under these circumstances, and comparing their respective codes of laws, all sensible persons will agree with us that, to use the bicycling editor's classical diction, neither the N. C. U. nor the L. A. W. "have got the points of bicycling racing down finer than the Athletic Associations."

Messrs. Hillier, Sturmey, Coleman, Keen, and the rest must now give up their ideas and go to the athletic associations for points on bicycle racing.

REGARDING the records which the *Spirit* has called "fraudulent," we can say that they were accepted only after careful consideration and the most abundant proof. We are convinced that the tracks were full length, that no rule was violated, and that the full distance was ridden. We have documents to prove these things, and, moreover, we can say that we have taken evidence since the article in the *Spirit* which attacked us appeared which shows the statements therein made to discredit the records to be without foundation in fact. The *Spirit*, among other things, said this: —

"We must enter a protest against the popular superstition which regards a surveyor's certificate as both necessary and final in cases of disputed track measurements. . . ."

When a path has been constructed, a measurement to test its accuracy needs no specially trained ability, and can be correctly made by any man who has a common school education and sufficient honesty to announce the true result."

And yet this paper, seeking for a pretext to discredit the Springfield records, bases all its arguments on the statement of a surveyor who measured the track three months after the races were run, and over a course which had materially changed in the meantime, so that he did not measure where the riders rode, and entirely ignores the statement of the superintendent of the track who meas-

ured the track on the day of the races and found it to be two feet and four inches over the distance.

The *Spirit* lays great stress upon the fact, that under the system of timing by the report, half and quarter-mile races on mile tracks cannot be timed perfectly. These are extraordinary cases, and, with the increase of bicycle tracks, they are growing less each year. Extraordinary cases call for extraordinary measures, and in an emergency of this kind the Board of officials that would not, say, take the time from a dropped flag or handkerchief, would be foolishly punctilious. The rules are sufficiently elastic to allow for a variation when it is in the interest of better timing or judgment. Our friend must not flatter himself that he is alone in the discovery of the fact that light travels faster than sound, for it was known before, and the point was considered covered. The half-mile race at Hartford was timed by the dropping of a flag. The judges decided well in doing so, and their action will be approved.

At races where the start and finish are the same, it makes no difference whether the watch is started by the flash or report, a timekeeper may well be allowed to do as he pleases, but a rule would be nonsensical which compelled the timer to take by the flash when the rider and pusher-off must take the report.

In conclusion, we are glad to say that the course of the *Spirit* has failed to meet the approval of any other sporting paper, and that paper stands alone in the position it has taken. It has lashed itself into fury, and is all the more angry because no one seems to notice what it says. Let the editor rave, brother wheelmen. We do not want his advice nor assistance.

ABBOT BASSETT,  
Of the Racing Board.

#### A Difference of Opinion.

WHAT do you pay your dollar to join the League for? Well, we will tell you: one of our staff went travelling some days ago, and stayed two days at a League hotel. In those two days he obtained enough discount by displaying his League ticket to join the League for two (2) years. — *Athlete*.

THE great advantage of "League rates" was noticed at Albany, where some of the wheelmen were carefully stowed away under the roof, at a saving of fifty cents a day. What wheelmen want is the best accommodation to be had, and not the slight discount usually granted. — *Wheel*.

#### Fall Meeting of the Board of Officers.

THE fall meeting of the Board of Officers was held at Philadelphia, 13 September. There were present: President, N. M. Beckwith; treasurer, Stephen Terry; corresponding secretary, C. K. Alley; recording secretary, Eugene M. Aaron; chief consul, G. Carleton Brown; representatives, Ewing Miller, Geo. Sander-



son, A. G. Coleman, G. N. Busby, H. K. Whittier, F. MacOwen, and C. D. Williams, twelve officers.

The report of the corresponding secretary showed that 1,301 applications had been received since the beginning of the League year. Upwards of 784 communications had been received and answered. Of these applications 223 came from New York; 221 from Massachusetts, Pennsylvania follows with 202, Ohio 156, and New Jersey 108.

Treasurer Terry reported the balance on hand, \$2,86.40.

The amendment of Secretary Aaron that the offices of corresponding and recording secretary and treasurer be combined in one was recommended and will be brought up at the next annual meeting for consideration.

The matter of credentials for the use of clubs at the annual meeting was then discussed, and on motion the corresponding secretary was authorized to prepare printed blanks to be distributed previous to the meeting, and to be returned to a committee of three, who would make their report the first business of the meeting.

The matter of route slips was talked of and the secretary authorized to procure a quantity similar in form to those used by the Pennsylvania Division, which he is to supply to the other divisions at cost, and to non-division States free.

For the above report we are indebted to our contemporary, the *Wheel*.

#### Wheel Around the Hub.

WE have received the following dispatches from our representatives on the Wheel Around the Hub:—

22 September. Started from rendezvous on Walnut avenue with nineteen members, under command of Capt. Harrison of the Boston Club. The ambulance has not turned up, so men are riding with luggage on handle bars and grip sacks in their hands. The small attendance was a disappointment. The charges doubtless tended to reduce the number. Pitman is with us on a tricycle, and Richard Garvey on a Pony Star, W. V. Gilman and others. As Chief Consul Weston expresses it, though small, it is select, in fact, the "cream" of the C. T. C.

22d, 2 P. M. We have had a strong head wind and dusty roads. Every one seems to be enjoying the trip. We picked up the ambulance at Dedham. The lunch in the grove was very satisfactory, and was provided by Caterer Cook.

We neglected to visit the Fairbanks House at Dedham.

22d, 6 P. M. Arrived at the Massapoag House in good order, and ahead of time. Climbed up Blue Hill, and stopped at Cobb's. Every one well. We have a business meeting to-night.

At 8 P. M. Chief Consul F. W. Weston took the chair and called the meeting to order, there being present: F. W. Weston, J. S. Dean, W. G. Kendall, L. R. Harrison, W. B. Everett, Boston,

Mass.; C. H. Potter, T. S. Beckwith, J. H. Collister, Cleveland, Ohio; F. S. Harris, G. F. Craven, Harold Lewis, Philadelphia, Pa.; George Dakin, F. E. Drullard, Buffalo, N. Y.; J. D. Chesney, Baltimore, Md.; W. R. Pitman, R. G. Leypoldt, New York City; H. R. Bryan, Hudson, N. Y.; W. V. Gilman, Nashua, N. H., the latter being chosen secretary of the meeting.

The chief consul made some explanatory remarks regarding the programme of the second day of the trip in which we were engaged, after which the records of the previous meeting were read and approved after one slight correction as therein noted.

Mr. Potter opened the proceedings with extended remarks relating to the growth of the club in this country, stating that there were 158 renewals of membership this year and at present a total membership of 508. There are State consuls already appointed for Connecticut, Illinois, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Wisconsin, and 62 city consuls. He then presented the following resolution:—

"That the State consuls be empowered and requested to receive all applications for membership in the C. T. C., giving receipt for such applications, and send all such applications to Chief Consul Weston at or before a certain date, to be decided upon by the chief consul. All letters for information, etc., to be addressed to State consuls, to be accompanied by stamp for reply."

The object of this motion was to relieve the chief consul of the heavy load of work now imposed upon him. Motion prevailed.

Mr. Harrison thought that State consuls should be informed of this action, and moved—

"That the list of State consuls be supplied with instructions, the same to be sent by the secretary of the meeting, to the BICYCLING WORLD and the *C. T. C. Gazette* for publication."

Seconded and carried.

The secretary taking the chair, a very hearty vote of thanks was passed for the chief consul, in appreciation of the energy and enthusiasm displayed by him in the consummation of plans pertaining to the trip.

Mr. Harrison moved—

"That the chief consul be instructed to arrange for another such trip, at such time and place as the committee may designate, and the same prevailed."

The secretary made some remarks naturally suggested by the promising outlook of the club, and then touched upon the subject of representative councillors, to which the American division is now entitled, three being the number that could be chosen, and he nominated Mr. C. H. Potter, of Cleveland, not only as a reward for and a suitable acknowledgement of his valuable services already rendered the club, but also as a very fit nomination, and the same was received

with great enthusiasm, and calls for Mr. Potter.

The chief consul favored the nomination of Mr. Potter, and the gentleman accepted with very pleasing words.

Mr. Harrison moved the addition of Mr. Gilman's name, and on the question of the amendment it was carried after considerable discussion.

The original motion being called was unanimously carried, and two American representative councillors were chosen.

It was the general sentiment of the meeting that the other representative should be a resident of England, as he would be thereby assured of representation at the meetings of the club, and Mr. Dean nominated Mr. Geo. Lacy Hillier, who was chosen.

The secretary was instructed to write to the *C. T. C. Gazette* regarding these elections, as also to inform the parties chosen.

The chief consul, Mr. Harrison, and others, spoke in high terms of appreciation regarding the valuable services rendered the club by the BICYCLING WORLD, and the secretary was further instructed to send that paper a full report of the meeting.

Mr. Everett moved that a vote of thanks be given the BICYCLING WORLD for the valuable assistance rendered the club, and the same was unanimously passed.

The subject of road signs, guide boards and signals for cyclists was brought up, whereupon Mr. Dean related from his experience in travelling through England, the great advantages to be derived therefrom, but that in many cases danger signals were posted at the top of hills where cautionary only should have been used, and he thought that while we should use the same general design, care should be taken to avoid this error. After some further general discussion, Mr. Dean moved—

"That the same general design be used by our division, but that the word "cautionary" be added to the list to be used where desirable, in preference to the word "dangerous."

This motion was seconded and carried.

Mr. Pitman spoke of the advisability of taking steps looking toward the adoption of some method of procuring a fund for the use of the club, making several suggestions that called out Mr. Dean, who moved—

"That a popular subscription be at once opened to procure funds for the erection of danger and cautionary signals." Seconded and carried.

The BICYCLING WORLD opened the same with \$5.00, and others immediately followed, until the sum of \$53 was raised.

In view of this action, the chief consul suggested the choice of a treasurer to care for these funds, whereupon Mr. Harrison moved—

"That Abbot Bassett be elected C. T. C. treasurer, and acknowledge receipt of funds through columns of BICYCLING WORLD."

Seconded and carried, after which, it

was voted to adjourn, and the meeting was dissolved *sine die*, with the best of feeling prevailing, as was clearly evidenced by the sincere exchange of mutual congratulations.

W. V. GILMAN,  
*Secretary pro tem.*

23d, 6 A. M. It has been raining hard, and looks as if we would have to give up the trip.

23d, 8 A. M. Some of the men have started for town by train, the balance intending to continue the tour in spite of the damp, cold wind and heavy roads.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### Why is This Thus?

Dear World:—Happening for the first time for more than a year to glance over a copy of the *Wheel* a few days ago, I saw an article entitled "Lewee's Letter," which contained nothing except an account of the recent Massachusetts Wheelmen's meet, and the Ramblers' races of that day, and some expressions therein looking familiar, I examined and found it to be my own account, word for word, of those events, written for and published the following day in the Boston *Daily Advertiser*. Now, why does the *Wheel* reproduce it as a letter to its own columns?

WILLIAM E. GILMAN.

St. Louis.

THE St. Louis Ramblers took a little "dude" run of one hundred miles, the other day, which is only remarkable from the fact that it was never done before in this State without going over the same ground more than twice. We have got only one road here long enough to ride one hundred miles on, and it is such a peculiar road that we have hitherto been deterred from doing our century runs on it. The round trip was made in daylight, and is equal to one hundred and seventy-five miles on any of our other roads.

We had the three "Mount Washington" duffers along with 'us. They thought that they were sheet iron toughs since they "fell" down the mountain and "squirmed" up Corey, and needed some of the conceit taken out of them. They despised their native hills, and even went so far as to undertake the trip with only one brake lever apiece. Great was the fall thereof. *Selah!*

In sliding a two and a half mile hill, with a road like petrified perdition, and a grade like the dome of the court house, Jack and Fred took a combination header, and broke the brake lever screw on Jack's 54. That settled it. It was a mighty little thing, but it might just as well have been the backbone down in that country. The machine was just as useless without the one as the other. Jack

walked six miles across country to the railroad station, and Fred thought "It would be inhuman to leave Jack by himself," so he did the same act. It was early morning when we stood on the bluffs overlooking the Maramec River. The river was invisible, owing to a dense fog which overlaid the whole bottom, and we seemed to be looking at a large lake which rose to a sharply defined limit almost at our feet. As the wheelmen slid down the bluff, they disappeared one by one from view as suddenly and completely as if they had coasted into the river. It was a sight to be remembered. But the first man to gain the bluffs on the other side had the best view. As he looked, the fog seemed to take a ghostly shape, then a head appeared above the mass, a pause as the wheel nearly got stuck on a dead center, a vigorous shove, and the whole body emerged, and the complete 'cyclist came slowly on up the hill. Just after this we met one of the (now) rare species of "Highway Hog." The 60 and the 48 were ahead, and the rest half a mile back. "It" stood up in the wagon and yelled, "Blank blank you, take those blank things off the road, or I'll run into you." "Go to," quoth the 60, and headed for the nigh horse. The horses began to do a brother act, but evidently had n't practised enough together to do it successfully, for while one stood on his head the other stood on his tail, and they got things so mixed that they came very near upsetting the wagon. Seeing the danger we jumped off and caught the horses. The Hog was quite subdued, and said, "please lead them by," and asked if there were any more coming. Art. told him he ought to have thought of that at first, and said there were forty more just around the curve (Art. always could lie). "And furthermore," he added, "if you want them to get off, just say 'if you please.'" He did. We got to D., fifty-five miles, in just six hours (record) (*over that road*). Left D. at 12.15. Three Rambler men and one lone Mountain Slider. We intended to kill him off before we got back, and pretty nearly did it. We all slid pretty recklessly, to make time, and Art. let her go a "leettle" too loose on one short hill, and she got away with him.

It was all done in about four seconds from the time he put his legs over till he picked himself up off the bridge at the bottom of the hill. The wheel was n't hurt much beyond bent bars, brake levers, pedal pins, cranks, backbone, rearforks, and a buckle, but the rider found on rising that he was booked to ride back to St. Louis with one leg, as the other was so jammed up about the knee joint that he could n't use it. We considered that we had killed him off and surnamed him "The Corpse." Just afterwards the 60 did the same act only when he lit he spurted and tore down the hill at a 2.50 gait, with the bike striking his heels at every jump. He says he is willing to swear that he balanced the wheel on the head set nut on his left

heel, and ran forty yards without losing the balance.

The "Corpse" remarked as he swept past the wreck, "By Gosh, that bike was a close second." "Prettiest race I ever saw."

When we got across the Maramec and got on to level ground again, the "Corpse" said, "Now, boys, I'm dead, and I want you to let me set the pace so that you won't get to going too fast for me." We consented, and he cut out a fifteen-mile gait, and held it to St. Louis. I think he was a little the liveliest corpse I ever saw. But he has n't been on his wheel since.

When we got home we hunted up Jack and Fred, and emptied the vials of our wrath on them for tumbling around and breaking their bikes, so they could n't make the trip. Jack said they were trying to catch up to us, or they wouldn't have ridden so recklessly as to get thrown on a little hill like that. "What in thunder did you get behind for?" said we. "Well," said Jack, "we were right behind you till we got to the Maramec, and we got in a fog bank, so thick that it clogged in the bearings and head and we had to get down and poke it out with a stick, and if you don't believe it, I've got some that I brought home down in the cellar on ice."

We fled, and don't you (Fo'g)et it.

Our M. D. (also a Rambler) rode from Chicago to St. Louis down through the centre of Illinois, last week. He is the first St. Louis man that ever did this, and as there are no other riders out West here that *could* do it, except maybe the Louisville boys, I guess we hold the record.

Who was the misguided man that said (in the *WORLD*, I think), "St. Louis riders only ride when they strike a lucky down grade." Kill him! St. Louis can give the world pointers on hill climbing, and we will always be pleased to have hill climbers from other States come and see us. We can set up Corey Hills from two to three miles long every block, and produce twenty men to show the way up.

In my cooler moments that statement does look a little peculiar, but to those who understand how hills can be two miles long, and yet occur every block, I will say that if you set two miles straight enough up in the air you can get any number of them in a very short distance.

Yours truly,  
E. H.

### A New Ticket.

*Editor Bicycling World:*—Once more our country is engaged in the regular quadrennial excitement of a presidential election. Banners, decorated with alleged portraits of the several candidates, are being recklessly "flung to the breeze" on every side, while perspiring orators are daily defeating the opposition party, and electing their own men, ere yet a vote has been cast.

The republicans are cheering for

# WHEELMEN, ATTENTION!

24 out of 29 Races won on the  
**RUDGE,**

**AT SPRINGFIELD, SEPT. 16, 17, 18 and 19, 1884.**



The following American Records for 1884 were made on the RUDGE RACER, viz.:

## AMATEUR.

Miles.	M. S.	Names.
1-2 mile.....	1.18 1-5.....	S. Sellers.
1 " .....	2.39 .....	S. Sellers.
4 " .....	11.55 2-5.....	L. B. Hamilton.
6 " .....	18.50 .....	L. B. Hamilton.
7 " .....	21.57 .....	L. B. Hamilton.
8 " .....	24.25 .....	John Brooks.
9 " .....	28.06 2-5.....	John Brooks.
10 " .....	31.04 .....	S. Sellers.

## PROFESSIONAL.

Miles.	M. S.	Names.
1-2 mile.....	1.21 .....	R. Howell.
2 " .....	5.45 3-5.....	R. Howell.
3 " .....	8.36 2-5.....	R. Howell.
4 " .....	12.11 3-5.....	R. Howell.
5 " .....	15.02 2-5.....	R. Howell.
6 " .....	18.24 4-5.....	R. Howell.
7 " .....	21.17 2-5.....	W. M. Woodside.
8 " .....	24.21 3-5.....	W. M. Woodside.
9 " .....	27.21 3-5.....	W. M. Woodside.
10 " .....	30.07 1-5.....	R. Howell.

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# THE RUDGE RACER

**SELLERS AT HARTFORD, CONN., SEPT. 9, 1884,**

Rode a mile in **2 MIN. 39 SEC.**, beating the World's record.

The following noted flyers also ride the RUDGE RACER:—

R. HOWELL,  
S. SELLERS,  
ELIOT NORTON,  
G. H. WAIT,  
JOHN BROOKS,

ASA DOLPH,  
LEWIS HAMILTON,  
F. WESTERVELT,  
C. H. PARSONS,  
W. M. WOODSIDE,

G. M. HENDEE,  
E. F. TRACY,  
WM. MAXWELL,  
J. H. LEWIS,  
G. D. GIDEON.

The CHAMPIONSHIPS OF ENGLAND, FRANCE, GERMANY, AMERICA, and SPAIN have all been won on the RUDGE RACER.



## AMERICAN RUDGE,

THE ONLY

FIRST-CLASS ROADSTER  
at a Reasonable Price.

Rudge's Unequalled Ball Bearings to both wheels.

Hollow Forks and Backbone.

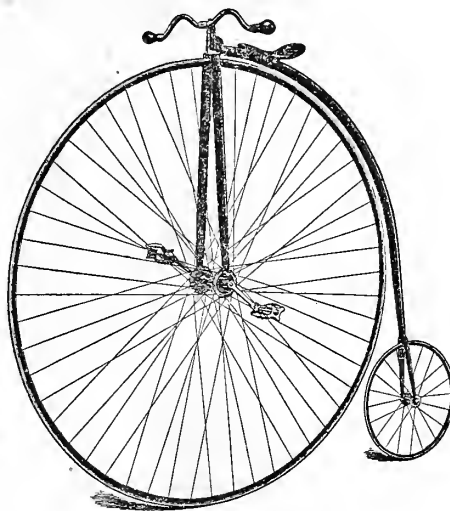
Direct Spokes (eighty to front wheel).

Curved Handle-Bars.

Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



## RUDGE RACER.

One Mile Record of the World,

**2 Min., 39 Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

Price, 50-in., Enamelled and Nickelled, \$140.



## RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.

The first Bicycle ever ridden  
up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

Weight, 36 pounds.

Price, 50-in., Enamelled & Nickelled, \$140.

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SEND FOR THE LARGEST CATALOGUE YET PUBLISHED, BEFORE ORDERING.

RELIABLE AGENTS WANTED EVERYWHERE.



Blaine; democrats ask us to vote for Cleveland; Butler offers himself to the workmen; St. John represents the hopes of the anti-treating societies; and the ladies are all taking off their coats; no, putting on their aprons to work for Mrs. Lockwood.

Now, sir, the question of the day is, "How will the wheelmen of the United States vote?" For they have grown to be an important factor in the political problem, and are destined, soon, perhaps, to hold that mysterious "balance of power" of which we hear so much.

Relying upon the chivalrous feelings inherent in all true 'cyclists to enforce my appeal, I have chosen the columns of your valuable paper as a means of calling upon them to answer this question by rallying to the support of Mrs. Lockwood. Brother Wheelmen, if we but play our cards rightly the game is our own. We only need to nominate for the vice presidency one of our own number, a man who holds our respect and understands our needs, to command success. Who shall he be? Surely I but voice the sentiment of you all in proposing the name of Dr. N. M. Beckwith, of New York, the well-beloved chief of the League of American Wheelmen.

Lockwood and Beckwith! Who could withstand the enthusiasm that such a ticket would instantly arouse? Its great strength would be at once apparent, containing, as it does, elements of strength heretofore unknown. For instance, other parties have always been more than content with the possession of our machine, but our ticket would control and be supported by two, for Mrs. Lockwood rides a tricycle, and the doctor's tall wheel is known over all the Union. And remember the immense power hidden in the "silent vote" of the ladies.

The consideration of a platform and suggestions for the construction of a cabinet may be deferred for the present, but let us make no delay in organizing our clubs and preparing our ballots, so that next March will find Mrs. Lockwood in the chair of Washington, and Dr. Beckwith guiding the deliberations of our Senate Chamber. D. C.

### CURRENT CALAMO

MR. ALFRED NIXON has made another record on his Imperial Club tricycle, having ridden from London to Edinboro', 395 miles, in three days.

W. F. SUTTON is after the John-o'-Groats record on a Cruiser tricycle.

J. W. LORD is Baltimore's coming man, and though he did not secure many prizes at Springfield last week: the racing bicycle, the C. T. C. badge, and the C. T. C. uniform. It was not the fault of Chief Consul Weston, or of Cleveland

Consul C. H. Potter, if any of the visiting wheelmen left Springfield without becoming qualified to wear one or both of the latter.

*THE Bicycle*, of Montgomery, Ala., has been issued five times, and is a credit to the wheeling interest in that locality. The greater portion of the fifth number is given to a letter from "Karl Kron," in which he tells all about his forthcoming book, and how many subscribers he has got. Karl knows how to work the press for a free advertisement, and there is much danger that the wheelmen will be talked to death before the book comes out.

A WELL-KNOWN English manufacturer is organizing a stock company in America for the manufacture of bicycles.

ON Sunday, 14 September, Frank and Edgar Tuxbury, both of the Amesbury Bicycle Club, completed the first century of the club, covering 104 miles in 11h. 50m. riding time. Time from the start to the finish, 13h. 30m. The route was through Newburyport to Salem, Marblehead, Swampscott, Lynn to Boston and return. They rode in Salem and Boston enough to complete the distance.

WOLLISON seems to be the champion "without-hands rider" this year.

We played last week. Having wound up the machine and set it going, we went to Springfield. There was a little friction in our absence, and the parts did not work so well together as when the old hands are at the wheel. Readers will please put everything that occurred out of the common course last week on to Springfield's shoulders.

HOWELL PRINCE beat him.

THE Racing Board has voted to revoke the rule under which the rules of the N. A. A. A. are approved, as the rules of that body are insufficient and faulty. The N. A. A. A. can now adopt the League rules or give up the championships and bicycle racing as well.

WILLIAM READ & SONS have cabled for fifty Kangaroos. We expect to receive one of these machines in a few days, when we shall be able to test it.

PITMAN will go into the hundred-mile road race on a tricycle.

SEND in your subscriptions for the C. T. C. danger boards.

THE second annual hundred-mile road race, under the auspices of the Boston Bicycle Club, will take place Saturday, 4 October, 1884, starting from Bailey's, South Natick, 6.30 A. M., and finishing at club house, 87 Boylston street, Boston.

*First Prize, GOLD MEDAL.*

*Second Prize, SILVER MEDAL.*

*Time Medals*, for bicyclers who finish within ten hours, and for tricyclers who finish within eleven and a half hours.

The list of special prizes, including the Star machine offered by Messrs. Stall & Burt, will be announced before the race in the BICYCLING WORLD.

Pace-makers will be allowed to accompany all competitors, but the latter will be held responsible for any interference by pace-makers with regular contestants. Luggage can be sent to the Boston Bicycle Club house by contestants who are not club members, and the conveniences of the club will be open to such contestants upon the day of the race.

Indicators will be posted and men stationed along the road, as far as possible, to direct riders who are not familiar with the route.

Entry fee, one dollar.

Further instructions may be obtained from the captain of the Boston Club, 87 Boylston street, Boston.

### MANUFACTURE

The Wilkinson Adjustable Saddle.



THE above cuts give a good idea of the Wilkinson saddle, which is sold by the John Wilkinson Company, of Chicago, Ill. We have been riding one for a few weeks, and have found it well suited to our purposes. It has less dip than most saddles, a feature which will commend it to many, though we are aware that a large class like the rounding form. The top is of good strong leather embellished with pretty figures, which may add to its beauty, but certainly detracts from its utility. Smoothness should be aimed at, and those manufacturers who think to improve the looks of their saddles by adding stampings make a mistake. The saddle can be used with or without a spring. With a spring it is fastened on the same as an ordinary saddle, with strap and nuts; when the spring is taken off the clamp is placed around the backbone, and the saddle is fastened to the

clamp. The suspensions shown under the saddle are of good spring steel, and give an easy sitting. In the matter of adjustment the saddle is the best we have seen. The turning of the thumb screw shown in the cut takes up the slack when it is necessary to adjust the tension. The saddle retails for \$4.00.

#### The Trade.

The Rudge was a very popular racer at Springfield, and Corey is delighted, while Reed & Sons complacently regard Prince's record of 2.39 on the Royal Mail, and Chambers's success on the same make of tricycle.

It is reported that Wm. Andrews, of Birmingham, England, the maker of the Sanspareil, has compounded with his creditors.

Mr. Hillman, of Hillman, Herbert & Cooper, was at Springfield with the Kangaroo, which attracted a great deal of attention, and much favorable comment.

Mr. Bale represented the Coventry Machinists' Company, and exhibited the new club convertible tandem tricycle, and the Ranleigh Club racing tricycle. Both are very fine machines, the former being, especially pleasing. Gaskell scored a victory for the Club bicycle in the five-mile record race.

The Victor tricycle in the hands of Burnham was very successful, and holds the two-mile record for this country, and ties the English record.

Quite a large number of bicyclists visited on Saturday last the works of the Weed Sewing Machine Company for the purpose of inspecting the manufacture of the Columbia bicycles and tricycles. A pleasant drive through the city was taken by the party on a Tally-ho, and the entire company were entertained at dinner by Col. Pope, president of the Pope Manufacturing Company.

The Club machine made a good record at Springfield. It is a comparative stranger to our race tracks, but it showed its little wheel to a great many rivals, captured seven prizes and two records.

The Sanspareil racers at Springfield, had a decided novelty in the make of the spokes. The spoke was divided in the centre and the two ends threaded. A sleeve nut joined the two ends, and by turning this the ends were drawn together and the spoke tightened. The nut gives a generous surface to take hold of and there is not the difficulty in turning it that is met with in turning the spoke.

The Royal Mail has certainly come rapidly into favor, and it is to be congratulated in gaining the world's professional record. One year ago this machine was hardly known in America, but to-day it is holding its own with the best machines.

To show the necessity for care in transportation, a Royal Mail racer ordered by Dolph, on being sent him, was so badly smashed by the Express Company as to be unfit for use.

## RACING NEWS

### First Day at New Haven.

THE following report of the first day at New Haven, 23 September, is from the *Globe*, too late to classify. Our special despatches will appear next week:—

The first day's races of the fifth annual meeting of the New Haven Bicycle Club took place at Hamilton Park. The wind, which the riders had to face up the back stretch and around the upper turn, made it hard running and proved a handicap of fully fifteen or twenty seconds to the mile.

In the novices' race, one mile, of three starters, William Wait of New Haven, first; C. L. Clark, New Haven, second, and L. G. Cannon, New Haven, third; time, 3m. 04½s.

For the club championship, two miles, there were but two starters. William Wait was first, and N. P. Tyler second; time, first half, 1m. 43½s.; mile, 3m. 25½s.; one and a half miles, 5m. 12s.; two miles, 6m. 52s.

The next race, one-mile open, was the event of the day, great interest being centred therein, as it was well known that Hendee would make a great effort to turn the tables on Sellers, who defeated him at Springfield. Of the six starters only those two appeared, both being loudly cheered as they came on the track. The shouts and cheers which greeted the winner showed plainly his popularity in his adopted city. The time: Quarter, 49½s.; half, 1m. 36½s.; three quarters, 2m. 25½s.; mile, 3m. 01½s.

The five-mile tricycle race appeared more like a social spin between the three Englishmen, Gaskell, Illston, and Chambers, the only starters, than a race. Chambers won easily; time, 21m. 46s.; Illston second. Gaskell quit after covering one and a half miles.

The boys' race on 50-inch machines and under was hotly contested, and was anybody's race to the finish. William G. Redfield, of New Haven, was first; R. R. Jones, New Haven, second; A. J. Stokes, Meriden, third; time, half, 1m. 41 3-4s.; mile, 3m. 31 3-4s.

In the five-mile handicap, R. Chambers, England, scratch, was first at the finish; G. H. Illston, England, scratch, second; H. E. Bidwell, Hartford, five seconds, third; William Palmer, New Haven, five seconds, fourth. Time by miles.—First, Palmer, 3m. 22s.; second, Palmer, 6m. 53s.; third, Palmer, 10m. 21s.; fourth, Chambers, 12m. 31 1-4s.; fifth, Chambers, 15m. 50 3-4s.

In the one mile 3.20 class, Wait, of New Haven won; Ives of Meriden being second, Foster of Meriden third; time, 3m. 6 1-2s. Wait clearly outclassed his men and won easily.

In the ten-mile, open for medals to first three, Sellers won, with Gaskell second and Hamilton of Yale third; time, 33m. 22 3-4s. All finished in a bunch. Hamilton demonstrated his ability to ride with the best of them. For five and one half miles the order was: Gaskell, Sellers and Hamilton. Hamilton then spurred and took the lead.

In the two-mile handicap, Chambers, scratch, won; Wait, 21s. second; Hurbert, 36s. third; Foster, Palmer and Bidwell unplaced. Time, 6m. 3 1-4s.; Wait's time, 6m. 24 1-2s.

WAVERLY, N. J., 19 September.—The first prize, for the championship of New Jersey, was won by J. C. Whillevil, of the New Jersey Wheelmen, of Newark, Dr. Field of Red Bank, took the first prize for the two-mile open race; Wenzell, of Smithville, took the second prize; Henry Floy, champion of the Elizabeth Wheelmen, took the third prize. In the one-mile race, open for all, Wenzell took the first prize, and Dr. Field the second. The half-mile consolidation race was very interesting. The prizes for this race were given by Zacharias & Smith. Mr. Morrell, of the Elizabeth Wheelmen, took the first prize; Goery, of the New Jersey Wheelmen, the second prize.

SCHENECTADY, 17 September.—The first annual races of the Schenectady Bicycle Club were held in

connection with the county fair on the fair grounds. Half-mile track, in good condition, but not measured in accordance with racing rules.

*Two-Mile (open).*—C. H. Ross (1), 6m. 24½s.; H. S. Kavanaugh (2).

*Half-Mile (Boys).*—H. L. Burdick, Albany, N. Y. (1), 2m. 7s.; Charles T. McClyman (2).

Neil Campell, of Niagara Falls, gave a very pleasing exhibition of fancy riding, doing the one-wheel act and other difficult feats.

*Three-Mile Championship.*—Won by J. W. Clute; time, 11m. 52½s.

Exhibition of fancy riding by Pressy and Lester.

*Half-Mile (without hands).*—Prize value \$10. C. H. Ross (1), 1m. 44½s.

*Five miles Handicap (open).*—In this race there were four starters, Ross and Kavanaugh being scratch men. Ross set a hot pace, closely followed by Kavanaugh. They soon redeemed their handicaps, but continued at the same pace. Kavanaugh made several ineffectual efforts to pass Ross, "who would not have it," and Ross landed a winner by six feet, in the excellent time of 16m. 18 1-2s.; Kavanaugh (2); H. L. Burdick (3).

A game of Polo was then played by Pressey and Lester, and proved one of the most interesting events of the day.

The Consolation Race, one mile, was won by Ed. B. McLaughlin, of Cohoes, N. Y., in 3m. 31s.; prize, pair nickelled ball pedals.

The officers of the day were: Referee, J. G. Burch Jr.; judges, A. H. Scattergood, S. R. James and J. W. Clute; starter, Ed. L. Davis; scorer, Eugene W. Veeder; Clerk of Course, W. G. Schermerhorn.

The races were witnessed by 1500 people, and large delegations were present from the Albany and Troy Bicycle Clubs.

### The Albany Tournament.

WEDNESDAY, 10 September.—The attendance was about 1,500. Track in excellent condition. No wind; and the hottest day of the season.

*One-Mile Novices.*—Chas. Gove (1), 3m. 22½s.; A. J. Gallien (2), 3m. 25 1-5s.; J. J. VanSchoonhoven (3); W. H. McNaughton (4).

*Slow Race, 100 Yards.*—T. R. Finley (1), 5m. 21s.; Neil Campbell (2).

*Two-Mile Tricycle.*—W. R. Pitman (1), 7m. 48 2-5s.; Clarence Howland (2). First mile in 4m. 09s.

*Fancy Riding.*—F. R. Finley (1); Neil Campbell (2).

*Five-Mile Club Championship.*—C. H. Ross (1), 18m. 22s.; W. W. Cole (2).

*One-Mile, Without Hands.*—H. S. Wollison (1), 3m. 17 1-5s.; T. R. Finley (2), 3m. 19½s.

*Half-Mile Dash.*—S. Sellers (1), 1m. 23s.; H. S. Wollison (2), 1m. 25½s.; C. E. Titchener (3). Sellers was not pushed. He rode hard till within a hundred yards of the home plate and then slowed up.

*One-Mile, 3.20 Class.*—A. B. Rich (1), 3m. 0½s.; Earl Wheaton (2), 3m. 1½s.; T. R. Finley (3); Clarence Howland (4).

*Five-Mile State Championship, L. A. W.*—A. B. Rich (1), 17m. 44 3-5s.; T. W. Roberts (2); E. H. Ross (3); Ed. Petters (4); C. E. Titchener (5).

In the evening the annual meeting of the New York State Division of the League was held at the headquarters of the Albany Club, when the following officers were elected:—

Chief consl., J. R. Torrance, Troy; vice-chief consl., Dr. A. G. Coleman, Canandaigua; secretary, B. G. Sanford, New York; treasurer, E. J. Wheeler, Albany.

At the close of the meeting the members of the Albany Club and their guests enjoyed a collation.

### SECOND DAY.

THURSDAY, 11 September.—The second day opened with a parade of wheelmen in the morning. One hundred wheelmen were in line. Rain fell in torrents at

2 P. M., and drove the people under shelter. After waiting about an hour, it was thought best to go ahead with the races, though the track was in a wretched condition, and throughout the afternoon the riders were obliged to ride on the extreme outer edge of the track. Attendance, 1,200.

**One-Mile State Championship, L. A. W.**—C. E. Titchener (1), 3m. 30½s.; T. W. Roberts (2); B. G. Sanford (3).

**One-Mile, 2 in 3.**—C. H. Ross took the first heat in 4m. 19½s., and A. J. Gallien the second in 4m. 14 2-5s. **Final.**—C. H. Ross (1), 3m. 39½s.; W. W. Cole (2); A. J. Gallien (3); H. Gallien (4).

**One Mile State Championship, L. A. W. Tricycle.**—W. R. Pitman (1), 4m. 58s.; G. W. Huss (2).

**Three-Mile Handicap.**—C. H. Rogers, 45s. (1), 11m. 22½s.; T. W. Roberts, 25s. (2), 11m. 27½s.; P. M. Harris 45s. (3); no scratch man.

**One Mile Run and Ride.**—W. H. Stone (1), 5m. 20s.; H. Gallien (2), 5m. 24s.

**Ten-Mile Handicap.**—C. H. Ross, 2 minutes (1), 38m. 23½s.; H. S. Kavanagh, 11m. 45s. (2), 38m. 51s.; W. W. Cole, 1m. 45s. (3).

**Half-Mile Consolation.**—W. M. Wait (1), 1m. 40½s.; P. M. Harris (2).

#### NOTES.

A GRAND SUCCESS.

OLD PIT got two *firsts*.

THE business meeting of the State division a success.

THE parade was not well attended. Guess the boys did not know about the picture.

THE new board of officers are good men and earnest workers; may they advance the cause threefold.

WILL try it again next year, and hope to have you all with us. FIFTY-INCH.

**FREERHOLD, N. J., 10 September, 1884.**—*Two-mile.*—W. S. Hill (1), 6m. 44 3-4s.; Dr. E. Field (2); A. Frick (3). *Five-mile.*—Dr. Ed. Field (1), 19m. 36s.; Augustus Frick (2). *Twelve-mile.*—A. Frick (1), 7m. 38s.; Ed. Field (2).

**MONTGOMERY, ALA., 10 September.**—Annual races of the Montgomery Bicycle Club: One-mile, Polhill of Macon (1), 3m. 45½s.; Ingram (2). Half-mile, Polhill (1), 1m. 54½s.; Bibb (2). Five-mile, Freyer of Atlanta (1), 20m. 32s.; Harrison (2). One-mile, Slocomb of Macon (1), 3m. 39s.; Jackson of Montgomery (2). Fancy riding, Freyer (1). A parade and banquet followed the races.

**ANGELICA, N. Y., 13 September.**—The mile race for the championship was won by George Camehl, time, 3m. 53s.; George H. Dennis (2); S. G. Latta (3). Half-mile race.—Frank Johnson (1), 2m. 1s.; S. G. Latta (2); Irving Saunders (3). One-mile race, best two in three.—George Camehl (1), 3m. 54s.; George H. Dennis (2); Frank Johnson (3). Slow race.—C. A. Young (1); S. G. Latta (2). Second heat, one-mile race.—George Camehl (1), 4m. 20s.; George A. Dennis (2). Five-mile race.—George Camehl (1), 23m.; George A. Dennis (2); E. G. Latta (3). The track was a new one and the weather excessively hot. The prizes won were: Championship, gold L. A. W. pin, value, \$5; second, alarm bell, value \$2.50. Half-mile dash, first, silver cup, gold lined, value \$5; second, BICYCLING WORLD, one year, \$2.00. One-mile race, first, gold medal, value \$10; second, Duryea saddle, value, \$3.75. Slow race, first, bicycle shoes, value \$4.50. Five-mile race, first prize, gold medal, value \$10; second, M. I. P. bag, value \$5.50.

#### Philadelphia Tournament.

Saturday, 13 September, the Philadelphia, Germantown, and Pennsylvania Bicycle Clubs held their race meeting at the Gentlemen's Driving Park. The day was bright and beautiful, and had it not been for the heavy northern wind which prevailed during the whole

afternoon, it would have been a perfect day. The attendance was very good, being about 800, and the track, although dusty from the long drought, was in fine form.

**Twenty-Mile for Columbia Prize Cup.**—E. Kohler (1), 1h. 23m. 29s.; H. M. Ebert (2), 1h. 23m. 30s.; T. A. Schaffer (3).

**Novices' Race, One Mile.**—S. M. Gideon (1), 3m. 16s.; C. B. Nichols (2), 3m. 17 3-5s.

**One Mile Tricycle.**—A. G. Powell (1), 3m. 53s.; M. W. Brinkman (2); E. M. Aaron, distanced.

**Three Mile.**—Asa Dolph (1), 10m. 4s.; Geo. D. Gideon (2), 10m. 34s.; F. M. Dampman (3).

**Half Mile, Boys.**—T. R. Finley (1), 1m. 43s.

**Pennsylvania Club, One Mile.**—F. Kohler (1), 3m. 14 1-2s.; M. W. Brinkman (2), 3m. 17s.

**One Half Mile State Championship.**—Geo. D. Gideon (1), 1m. 31s.; F. M. Dampman (2), 1m. 34s.; E. C. Markley (3).

**One Mile.**—Asa Dolph (1), 3m. 8 1-5s.; A. G. Powell (2), 3m. 31s.

**Five Mile State Championship.**—F. M. Dampman (1), 18m. 51 1-2s.; F. W. Kohler (2), 18m. 52s.

**One Mile State Championship.**—G. D. Gideon (1) 3:20, 2:20; M. W. Brinkman (2), 3m. 20s.

**Tandem Tricycle Race.**—Germantown Club, G. D. Gideon and A. G. Powell (1), 3m. 44 1-2s.; Ladies' Club, M. W. Brinkman and W. W. Randall (2), 4m. 13s. This establishes a record. The tournament was preceded by a parade, 234 wheels, in line.

Important if true. The following from a Philadelphia paper: Almost all the bicyclists who took part are temperance men, and most of them are descended from Quaker families.

#### The Springfield Tournament.

The race meeting of the Springfield Bicycle Club has passed into history. Gathering together racing men from all sections of this country and from England, it presented a series of events long to be remembered.

The management throughout was excellent. The track was well nigh perfect, and the weather all that could be desired. Extending as it did over four days, each contestant had an opportunity to do his best. Springfield, as usual, turned out *en masse* to support the club in its endeavors, and nothing occurred to mar the success of the tournament. The Springfield Club is to be congratulated and complimented on the successful issue of its venture. Space forbids us saying all that we would like, and we confine ourselves to a summary of various days and the events.

Regarding the records made, there can be little doubt of their correctness. The officials were furnished a very satisfactory certificate of the measurement of the track made by Stockwell Bettes, and on top of this comes a certificate from Dr. A. G. Coleman, Mr. J. M. Gibbens of the *Herald*, A. D. Claflin and others, in which they state that they carefully measured the track and found it to be five and a half inches over a half mile.

SPRINGFIELD, MASS., 9 September, 1884.

We, the undersigned, hereby state that on this day we took part in a measurement on the bicycle track which was used during the recent bicycle races at Hampden Park. The method used was to take a 100 foot steel tape measure, and, by men stationed short distances around its length, laying it on the ground and taking an eighteen-inch distance from the inner curb by means of wooden bridges notched at the required length. According to our best knowledge we believe the same to be 2,640 feet and 5½ inches.

(Signed) A. G. Coleman, H. C. Norton, E. W. Pope, A. D. Claflin, W. W. Stall, Ralph Ahl, M. Ripley, L. E. Zutchman, A. Whitaker, W. N. Winans, D. E. Miller.

The timing can be relied upon. Mr. A. D. Claflin took the times for the referee, and acted as a check on the official timers. In a majority of races Mr. Claflin made the same time that the official timers made, and in

no case was there a material difference. In addition to this there were at all times some two or three watches at work for the judges. We are prepared to say that Mr. Prince's time in the mile race was below the official time given, if it differed at all.

#### FIRST DAY.

A large part of the interest was centered in the outcome of the first meeting of the leading men. The fast time that Sellers had made, and the probable result of his first meeting with Hendee, the prospective race between Howell and Prince, and the chances of Burnham with Chambers in the tricycle race, were eagerly awaited by the large crowd of spectators in attendance. About 6,000 people were present, and they were treated to some of the finest racing ever seen in this country. There was a stiff wind blowing across the track which interfered with the speed, but not enough so to save the records.

**One-Mile Professional Handicap.**—C. W. Ashinger, 10s. (1), 2m. 53s.; C. J. Young, 10s. (2), 2m. 54s.; R. Howell, scratch (3), 3m. 4 3-5s.; W. M. Woodside, 5s. (4); J. S. Prince, 5s. (6); R. James, 5s. (7). Young led to the homestretch, when Ashinger spurred and passed him, taking a header at the finish. Howell and James entered a protest, claiming that Howell was held at the scratch more than 10s. The protest was not allowed. Young at the quarter post, 41 1-5s.; at the half 1m. 24s.

**Ten-Mile Amateur.**—S. Sellers (1), 31m. 4 2-5s.; Lewis Hamilton (2), 31m. 5 1-5s.; John Brooks (3), 31m. 7m.

	Time.
1 mile, John Brooks.....	3.6 3-5
2 " " ".....	6.5
3 " " ".....	9.3 2-5
4 " " ".....	12.15
5 " " ".....	15.29 2-5
6 " " ".....	18.33 4-5
7 " " ".....	21.44 2-5
8 " " ".....	24.45
9 " " ".....	28.6 2-5
10 " S. Sellers.....	31.4 2-5

**One-Mile, 3:20 Class.**—Twenty-one men appeared at the post, and the officials ordered the race run in heats. First heat won by L. A. Miller, in 2m. 51s.; second heat won by F. L. Dean, in 2m. 57s. The first four in each heat appeared in the final. The result was: L. A. Miller (1), 2m. 42 1-5 s.; J. Powell (2), 2m. 43 3-5s.; Wm. Wait (3), 2m. 44s.

**Two-Mile Tricycle.**—E. P. Burnham (1), 6m. 27s.; R. Chambers (2), 6m. 27 1-5s.; G. H. Illston (3). Burnham led at the first mile in 3m. 19s.; a very close finish, there being not more than six inches in favor of the winner.

**Three-Mile Tandem.**—C. H. Miller and F. Brown, Springfield (1), 10m. 14 1-5s.; R. F. and W. C. Stahl (2), 10m. 16 1-5s.; C. A. Joslyn and W. H. Chase (3), 10m. 18 2-5s.

**One-Mile Time Race.**—C. H. Miller (1), C. J. Connolly (2); H. H. Hall (3). An uninteresting race. The conditions were that the men crossing the line nearest to 3m. 16s. were winners. The time of the first eight men was taken, and the timers announced the above men as winners.

**Three-Mile Professional.**—R. Howell (1), 8m. 36 2-5s.; R. James (2), 8m. 39 1-5s.; J. S. Prince (3), 8m. 39 4-5s. Howell's time beats the best on record. The last half-mile was made in 1m. 15 4-5s.

**Three-Mile Tug-of-War.**—Springfield team (1), 15 points; Berkshire County Wheelmen (2), 6 points. The Springfield team ran away from their competitors, and won, hands down, as follows: Hendee (1), 9m. 16 2-5s.; Norton (2), 9m. 17 4-5s.; Westervelt (3), 9m. 20 2-5s.

**Two-Mile, Class 6.25.**—L. A. Miller (1), 5m. 55 1-5s.; H. S. Wollison (2), 5m. 56 2-5s.; D. E. Hunter (3), 5m. 57s.





compared with what we are now accustomed to. Webber took the half in 1m. 25s., but was distanced on the last half.

**One-Mile Run and Ride.**—C. B. Ripley (1), 4m. 31 2-5s.; T. R. Finley (2), 4m. 43 3-5s. Finley was outrun, and though a better rider than Webber could not make up what he lost.

**Five-Mile, 16.40 Class.**—C. H. Parsons (1), 15m. 46 2-5s.; L. A. Miller (2), 15m. 47s.; L. Weston (3), 15m. 47 2-5s.; D. E. Hunter (4); Wm. Wait (5); H. S. Wollison (6).

**Five-Mile Professional.**—R. Howell (1), 15m. 42 3-5s.; R. James (2), 15m. 43 4-5s.; W. M. Woodside (3), 15m. 42 2-5s.; C. W. Ashinger (4).

#### SUMMARY BY MILES.

1 mile, W. M. Woodside.....	3:16
2 " " ".....	6:24 2-5
3 " " ".....	9:42 2-5
4 " " ".....	12:49 4-5
5 " R. Howell.....	15:42 3-5

**One-Mile Tandem.**—R. F. and W. C. Stahl (1), 3m. 13 3-5s.; C. A. Joslyn and W. H. Chase (2), 3m. 13 4-5s. The Stahls led from the start, and were timed at the quarters in: quarter, 46s.; half, 1m. 32 3-5s.; three-quarters, 2m. 25 3-5s.

**Ten-Mile Record Race.**—Lewis Hamilton (1), 10 firsts; H. W. Gaskell (2), 6 firsts; John Brooks (3), 3 firsts. At the finish: John Brooks (1), 31m. 54s.; H. W. Gaskell (2), 31m. 55s. The time was behind the record and no prize was won. Lewis Hamilton took two records in the race: six miles, 18m. 50s.; seven miles, 21m. 57s.

**One-Mile Tricycle.**—R. Chambers (1), 3m. 13 1-5s.; G. H. Illston (2), 3m. 15 2-5s.; L. H. Johnson (3), 3m. 18m. Chambers rode a Royal Mail, Humber pattern, and led from the first, taking all records, as follows: quarter-mile, 48 2-5s.; half-mile, 1m. 35s.; three-quarter-mile, 2m. 24 1-5s.

#### RECORDS BROKEN.

	Time.
6 miles, amateur bicycle, L. Hamilton.....	18:50
7 " " ".....	21:57
1 1/4 " " tricycle, R. Chambers.....	48 2-5
1 1/2 " " ".....	1:35
3 " " ".....	2:24 1-5
1 " " ".....	3:13 1-5

#### NOTES.

Burnham was sick and did not start in the mile tricycle.

Sellers showed himself to be a most marvellous spurter.

The ride and run race, as usual, proved uninteresting.

#### FOURTH DAY.

The good people of Springfield were pretty well satisfied, and though the weather was beautiful, did not turn out in such numbers as on the previous day. By this time the racing men were well known, and the favorites were greeted with applause as they appeared on the track. In the five-mile race, after some slow running, Howell scored another victory against Prince; and Sellers, as usual, took what he pleased. Springfield was pleased at Hendee's success on the three-mile open, and congratulated itself that, barring Sellers, he was the fastest man in the country.

The grand display of fireworks, postponed from Thursday, on account of rain, was given this evening before a large multitude of people.

**Five-Mile Open.**—S. Sellers (1), 16m. 6 2-5s.; Chas. Frazier (2), 16m. 6 3-5s.; John Brooks (3), 16m. 7 2-5s.; G. H. Illston (4); R. Chambers (5); H. W. Gaskell (6); Eliot Norton (7). A waiting race, and therefore a very uninteresting one.

**Five-Mile Professional.**—R. Howell (1), 15m. 32 2-5s.; J. S. Prince (2), 15m. 35 1-5s.; W. M. Woodside (3), 15m. 35 3-5s.; R. James (4). A waiting race. It was evident that all were saving themselves for a final spurt. The audience was indignant, and hissed the men

as they passed the stand. Prince and Howell spurted prettily on the home stretch.

**Half-Mile, 1-32 Class.**—Wm. Wait (1), 1m. 20 3-5s.; D. E. Hunter (2), 1m. 20 4-5s.; L. A. Miller (3), 1m. 21 1-5s.; Geo. Webber (4).

**Tug of War Race.**—Springfield team (1), 29 points; Berkshire Wheelmen (2), 22 points; Connecticut Club (3), 17 points; Thorndike Club (4), 10 points; Geo. M. Hendee (1), 2m. 48 4-5s.; E. Norton (2), 2m. 49s.

**Three-Mile Record.**—Gaskell (1), 3 wins; John Brooks (2), 2 wins; E. P. Burnham (3), 1 win. Gaskell won the last heat, making the three miles in 9m. 2 4-5s., and breaking the record. Burnham retired on the first mile, but he won one heat, the first; and Frazier, who finished the race and came in second, took no heats, and therefore no prize.

**Five-Mile Professional Record.**—R. Howell (1), 8 wins; W. M. Woodside (2), 2 wins; R. James (3), 5s.; C. W. Ashinger (4). Howell finished in 15m. 2 2-5s., breaking the record; Woodside (2), 15m. 11 3-5s.; Ashinger (3), 15m. 27 2-5s.

**Three-Mile Tricycle.**—R. Chambers (1), 10m. 7s.; G. H. Illston (2), 10m. 7 1-5s.; L. H. Johnson (3), 10m. 8 3-5s.

**Three-Mile Open.**—G. M. Hendee (1), 9m. 25 4-5s.; John Brooks (2), 9m. 26s.; H. W. Gaskell (3), 9m. 26 1-5s.; E. Norton (4), W. Wait (5), Geo. Webber (6), R. Way (7).

**One-Mile Consolation.**—A. L. Jenness (1), 2m. 52s.; J. W. Lord (2), 2m. 52 1-5s.; A. B. Rich (3), 2m. 52 2-5s.; F. L. Dean (4), T. W. Roberts (5), H. T. Fales (6), W. A. Hurlbutt (7), H. H. Hull (8), E. L. Wheaton (9).

#### NOTES.

The spectators were treated to some jockeying and hissed the amateurs in the five-mile open race as they crept along, waiting for some one to go to the front.

Burnham mounted his bicycle for the first time during the tournament, but was too ill to continue in the race.

The club wisely concluded not to enforce its rule against bare legs.

#### NOTES.

The amateur record for one mile was not taken. The fastest amateur time for one mile was made by Lewis A. Miller, of Meriden, Conn., 2m. 42 1-5s.

THEO. W. ROBERTS, of Poughkeepsie, entered seven races and took one prize, the last in the consolation. We admire his pluck and perseverance.

SELLERS offered Gaskell \$25 if he would beat Hendee. He kept his money.

It is very much to be regretted that our three leading racing men were out of form. Hendee, Dolph and Burnham had to stand aside and see the Englishmen capture the prizes, and it cannot be said that our visitors have shown themselves better men than our cracks are, for there has been no fair test of powers. Had these three men been in form we should not see, as we do now, a table of American records, from one to ten miles, without either name.

The police force was equal to all occasions. When Hendee and Sellers were coming down the homestretch neck and neck, Papa Weston went to his position at the tape and was collared by a policeman, who, in the excitement of the moment, failed to see that he was pulling a judge off the track. President Beckwith, a judge, was also pulled off the track, and Leeming, who had Sellers in charge, was "fired" over the railing neck and heels. We admire the efficiency of the police, and we are happy to add that they made handsome apologies for their mistakes.

The slurring insinuations made by a couple of foul riders against some of the officers when they were debarred from a place, was not only insulting but uncalled for, and met with severe censure from the bystanders. When contestants forget to be gentlemen it is time that they should withdraw from the competitive ranks.—Herald.

In justice to the young men referred to, we desire to say that what they said was spoken in the heat of excitement, and that, before the officials left Spring-

field, they came forward in a manly way and made a full and ample apology.

THE "boys" were a little noisy at times, and there were several expeditions organized to "paint the town red," but we hardly think they went so far in their noisy demonstrations as to call for the rebukes administered by the local press.

WHERE was Aaron, the bold challenger? Jenkins was there, Ducker was there, Bassett was there. All were thirsting for the gore of the Philadelphian, but he came not. J., D. and B. have been living on poor-house food for a week to get into good form for the race, and nothing but a good dinner at the expense of the challenger will satisfy them.

MANY wheelmen rode to Springfield to attend the meet from surrounding towns, and five men rode the entire distance from Salem, Malden and Boston, and meeting at Worcester, Sunday night, rode to Springfield together Monday. The party consisted of Frank P. Ingalls, Salem Bicycle Club; E. J. P. Morton, Massachusetts Bicycle Club; F. H. Burrill, Wakefield Bicycle Club; C. A. Collins and W. I. Harris, of the Boston Ramblers. From West Warren to Indian Orchard they took to the railroad and rode in the space between the two tracks for about eighteen miles, being obliged to make thirty-five dismounts. The time from Worcester to Springfield, including stops, was 10h. 40m. Actual time about 8h.

THE Overman Wheel Company repeated its hospitable tent venture of last year, and wheelmen made it a place of rendezvous during the meet. A large number of wheels were kept at the tent, and responsible parties were allowed to ride them about the grounds freely. Many ladies availed themselves of the privileges of the tent, and the wheels and the Overman Company made hosts of friends by their generous and thoughtful hospitality.

THE Butcher Cyclometer Company had a tent on the grounds, in which they kept a good supply of their cyclometers, and attached them to the wheels of all who cared to test them.

#### RECORDS MADE AND BROKEN.

##### American Amateur Bicycle.

Miles.	Name.	Date.	M. S.
1/4	Saunders Sellers.	17 Sept.	1 18 1-5
2	H. W. Gaskell.	17 Sept.	5 42 3-5
3	George Webber.	17 Sept.	8 50 2-5
4	Lewis B. Hamilton.	17 Sept.	11 55 2-5
5	H. W. Gaskell.	17 Sept.	14 51
6	Lewis B. Hamilton.	18 Sept.	18 50
7	Lewis B. Hamilton.	18 Sept.	21 57
8	John Brooks.	16 Sept.	24 45
9	John Brooks.	16 Sept.	28 06 2-5
10	Sanders Sellers.	16 Sept.	31 04 2-5

##### American Amateur Tricycle.

Miles.	Name.	Date.	M. S.
1/4	R. Chambers.	18 Sept.	48 2-5
1/2	R. Chambers.	18 Sept.	1 35
3/4	R. Chambers.	18 Sept.	2 24 1-5
1	R. Chambers.	18 Sept.	3 13 1-5
2	E. P. Burnham.	16 Sept.	6 27
3	R. Chambers.	19 Sept.	10 07
4	R. Chambers.	17 Sept.	14 08
5	R. Chambers.	17 Sept.	17 14 2-5

##### American Amateur Tandem Bicycle.

One quarter mile—R. F. and W. C. Stahl, 18 Sept., 46s.

One half mile—R. F. and W. C. Stahl, 18 Sept., 1m. 32 3-5s.

Three quarters mile—R. F. and W. C. Stahl, 18 Sept., 2m. 25 3-5s.

One mile—R. F. and W. C. Stahl, 18 Sept., 3m. 13 3-5s.

Two miles—C. H. Miller and F. Brown, 17 Sept., 6m. 55 2-5s.

Three miles — C. H. Miller and F. Brown, 16 Sept., 10m. 14 1-5s.

**RUN AND RIDE RACE, BICYCLE.** — C. B. Ripley, 18 Sept., one fourth mile, 1m. 11 2-5s.; one half mile, 2m. 4 2-5s.; three quarters mile, 3m. 37 3-5s.; one mile, 4m. 31 2-5s.

**WITHOUT HANDS, BICYCLE.** — H. S. Wollison, 17 Sept., one quarter mile, 46 2-5s.; one half mile, 1m. 28 3-5s.; three quarters mile, 2m. 14s.; one mile, 3m. 2-5s.

#### American Professional Bicycle.

One quarter mile — R. A. Neilson, 17 Sept., 40 2-5s.

One half mile — R. Howell, 17 Sept., 1m. 21s.

Three quarters mile — R. Howell, 17 Sept., 1m. 59 2-5s.

One mile — J. S. Prince, 17 Sept., 2m. 39s.

Two miles — W. M. Woodside, 17 Sept., 5m. 45 3-5s.

Three miles — R. Howell, 16 Sept., 8m. 36 2-5s.

Four miles — R. Howell, 19 Sept., 12m. 11 3-5s.

Five miles — R. Howell, 19 Sept., 15m. 2 2-5s.

Six miles — W. M. Woodside, 17 Sept., 8m. 24 4-5s.

Seven miles — W. M. Woodside, 17 Sept., 21m. 17 2-5s.

Eight miles — W. M. Woodside, 17 Sept., 24m. 21 3-5s.

Nine miles — W. M. Woodside, 17 Sept., 27m. 21 3-5s.

Ten miles — R. Howell, 17 Sept., 30m. 7 1-5s.

THE annual fall races of the League of Essex County Wheelmen will take place, in conjunction with the races of the Lawrence Bicycle Club, at Lawrence, Saturday afternoon, 27 September. The programme is not yet completed, but will include a half-mile and one-mile, best two in three heats, a three-mile record race, and perhaps a mile championship, and tug-of-war between the county clubs.

THE Keystone Bicycle Club, of Pittsburg, Penn., will hold its second bicycle tournament at the Exposition course, Saturday, 27 September. The prizes will aggregate in value \$250. The half-mile track will be put in first-class condition. Entries close on Friday, 25 September, at 12 M., with C. M. Clarke, secretary K. B. C., Lang avenue, Pittsburg, Pa. Entries, fifty cents for each race. Money refunded to starters.

THE Worcester Æolus wheelmen have arranged for a series of club races at the Fair Grounds, 27 September, open to club members only. There will be a half and two-mile handicap, two-mile, mile and half-mile scratch races, and a half-mile and mile open races.

## WHEEL CLUB DOINGS

**DEARBORN CYCLING CLUB**, Chicago, Ill. Organized 1884. Officers: F. W. Gookin, president; H. F. Fuller, secretary and treasurer; J. O. Blake, captain.

**DANVERS CLUB.** — The Club has fifteen members, with officers as follows: Captain, Frank C. Damon; president, Wallace P. Hood; vice-president, Mansel P. Lord; secretary and treasurer, Frank E. Moynahan; bugler, Albert G. Allen.

**MASSASOIT CLUB**, Springfield. — President, W. C. Stone; secretary, E. D. Curtis.

## 'CYCLISTS' TOURING CLUB

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DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

THE first annual autumn tour of the American Division will be held in Boston 22-23 September, when the famous "wheel around the Hub" will be repeated. Full particulars will be announced in due course, and meantime every member is asked to keep the above date free from other engagements.

**APPLICATIONS FOR MEMBERSHIP.** — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): Geo. Dakin, 3 Niagara street, Buffalo, N. Y.; Lowell T. Field, 5 Custom House street, Boston, Mass.; Angus S. Hibbard, 319 Knapp street, Milwaukee, Wis.; A. G. Mang, 210 Main street, Buffalo, N. Y.; J. R. Bates, 5 Church street, Rutland, Vt.; Paul Butler, Lowell, Mass.; W. J. Bagley, 40 Grove street, Rutland, Vt.; F. C. Church, 74 Merriam street, Lowell, Mass.; I. D. Cheeney, 130 West Baltimore street, Baltimore, Md.; Mrs. W. V. Gilman, 160 Main street, Nashua, N. H.; H. Glidden, Weddell House, Cleveland, Ohio; A. F. Harris, Market street, Warren, Ohio; L. Howard, 1536 Fifteenth street, Washington, D. C.; Dr. W. G. Kendall, 86 Court street, Boston, Mass.; H. R. Lewis, 115 No. 2d street, Philadelphia, Pa.; F. W. Northup, Plainville, Mass.; W. D. Packard, High street, Warren, Ohio; G. P. Puchard, Jr., 183 Spring street, New York City; C. D. Rice, Warren, Ohio; J. S. Ransom, Box 369, Albany, N. Y.; C. G. Ross, 22 Grove street, Rutland, Vt.; W. Seiffardt, 618 Genesee street, East Saginaw, Mich.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal. N. B. — Consuls wanted in every city and town in Canada.

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

#### Answers to Correspondents.

C. E. H., AND A SCORE OF OTHERS. — Thanks for congratulations. We shall endeavor to deserve your good wishes.

J. H. WRIGHT. — Understood your order to send till 29 September, to summer address. Have sent missing numbers.

E. H. C. — The other young man has got the Pony.

## FIXTURES

26 September, Friday:

Boston tournament.

27 September, Saturday:

Boston tournament.

Races at Worcester.

Races at Lynn.

Championship races of N. A. A. A. and L. A. W. at Brooklyn, N. Y. Two and five mile bicycle.

Races at Lawrence, Mass.

4 October, Saturday:

100 mile Road Race Boston Club.

Races at Northampton.

16 October, Thursday:

Races at Scranton, Pa.

23 October, Thursday:

Fall races, Cleveland Club.

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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

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**FOR SALE.** — One Victor tricycle; never been used; latest pattern; price \$145. LOUI TAFT, Springfield, Mass.

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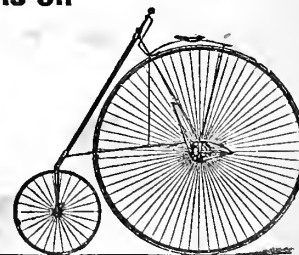
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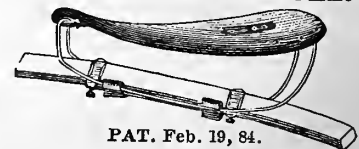
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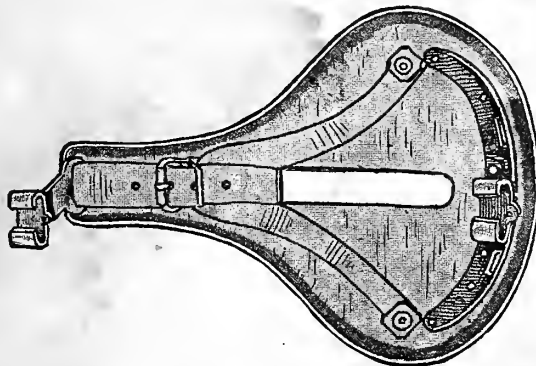
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Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

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BOSTON, 3 OCTOBER, 1884.

Volume IX.  
Number 22.

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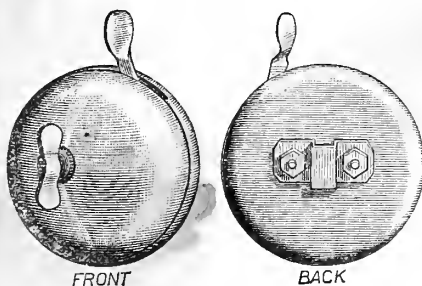
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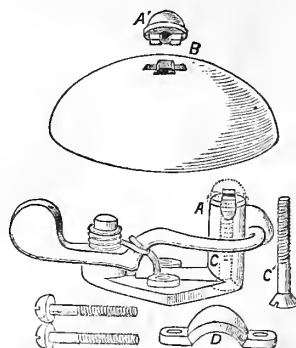
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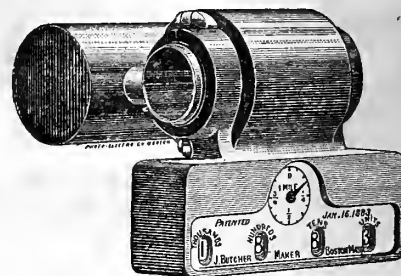
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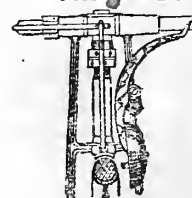
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# ROYAL MAIL RACER

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NEILSON TAKES THE 1-4 MILE RECORD IN 40 2-5.

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In England, for years past, the Royal Mail Racers have won many of the principal events, and are in great demand. This being the first season of the Royal Mail in this country, and as the demand for their Light Roadsters has been so great, having been unable so far to fill our orders on time, but few Racers have as yet been brought over to this country, yet the Royal Mail shows the Remarkable Record of having won twenty-three First Prizes in this country this year!

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Mr. Wood, your agent in Beverly, induced me to try a Victor. I liked it all but the steering. Thought that would not last.

I have ridden the tricycle 1,000 miles, and the same ribbons are there now, and just as good as when new. I shall pronounce it perfect when I get my 60-inch gear wheel. I have made me a boot that fits on the front of the frame and ties at my waist, which enables me to ride dry in the hardest rain, and makes the Victor a perfect business machine.

Very truly yours, Dr. C. B. Dudley.

P. S.—I would use the ribbon steering if I had to put on new ribbons every morning, and if I could not ride a Victor I would walk.



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EASY

# THE Bicycling World

Published every Friday

—BY—

E. C. HODGES &amp; CO.

8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

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J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 3 OCTOBER, 1884.

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### OUR ENGLISH VISITORS.

THE visit of the English riders to our country furnishes us a topic for discussion with our readers this week, which can be approached from several points, all of which lead to and confront us with subjects for earnest consideration. No matter what the form of sport we may fix an interest upon, it is always helpful to study the best models and to borrow

from the experience of others, and it has done our riders no harm to be beaten year after year by the English wheelmen, and the price which we have paid in the prizes they have carried off has not been an exorbitant one when we consider what they have given us in return. Speaking in behalf of the wheelmen, we think we can say that the English visitors have been treated with kindly courtesy and consideration, and we doubt if they themselves have a word to say derogatory to the welcome they have received. Our wheelmen have talked a little wildly, perhaps, and no doubt have boasted too loudly when the Englishmen have looked at their little wheels from the rear, but this is an excusable weakness, and implies a compliment to those who have been defeated. But, while the wheelmen have been courteous, the outside world has failed to follow their lead. If we can judge public sentiment by the tone of the lay press, the reception given to the visitors has not been what it should be. These men are our guests, and it is decidedly disrespectful to speak of them always as the "Blarsted Englishmen" and the "Bloody John Bulls." The lay press has taunted and jeered at the Englishmen, till it has put them out of temper, and given them anything but a rose-colored view of America. We regret this very much, and we can assure our visitors that their treatment has not been indorsed by the wheelmen. On the other hand, while the Englishmen have given us the best exhibition of riding that America has ever seen, some have not shown us a gentleness of disposition to be commended. In fact, they have given us specimens of temper, and shown an unwillingness to abide by results fairly arrived at that have not redounded to their credit. Judges are human and liable to error, and it may be possible that all the decisions arrived at have not been correct; but it must be borne in mind that the officials are placed in the best positions for judging, and their view is worth more than that of the rider, and it is absurd to think that the men who have constituted the boards of officials at the tournaments would give any rider a preference in their decisions.

Our visitors are, one and all, to be commended for their sportsmanlike riding. They have shown no disposition to hunt for easy victories, but have evinced a willingness to race against any and all competitors. In this respect they furnish

an example many of our racing men would do well to emulate. The true sportsman will do well to remember that while there is honor in victory, there is no disgrace in defeat.

### DANGER SIGNS.

As the readers of the BICYCLING WORLD are aware, the American branch of the C. T. C. has taken steps to carry out its obvious mission. It has voted to proceed at once to procure and erect on the tops of dangerous hills, signboards as a warning to touring cyclists that great caution is required in their descent. Our country abounds in declivities, the careless or incautious descent of which, by reason of their steepness or roughness, would result disastrously to rider and machine. As a caution against danger to those unfamiliar with the roads ridden over, the proposed sign would prove an effective safeguard, and may save many a wheelman from disaster. The board, which is to be a *fac simile* of the ones used in England, is a plate of annealed cast iron, about two feet six inches wide, by two feet deep. When erected it will appear something like this:—

TO CYCLISTS.

THIS HILL IS

DANGEROUS.

CYCLISTS' TOURING CLUB.

The ground will be white, the lettering being black, except the word "Dangerous," which will be in red. The American branch of the C. T. C. having no money at its disposal with which to defray the expense of procuring the boards has decided to raise a fund for that purpose by popular subscription. As soon as a sufficient sum is secured, the boards will be made and distributed in accordance with plans to be decided upon by the club or its officers. We trust wheelmen everywhere, whatever their affiliation, will aid the club in carrying out its proposed work. It is the first practical step ever taken in this country looking to the safety of every

'cyclist. Subscriptions can be sent to Abbot Bassett, treasurer, 8 Pemberton square, who will acknowledge the receipt of all sums through the columns of the BICYCLING WORLD. The League, clubs, and individuals should all lend a hand to render the work complete and effective.

It is with regret that we record the complete failure, from a pecuniary point of view, of the tournament of last week in this city. The number and character of the contestants should have been sufficient to draw a good crowd, but each day empty benches greeted the sad-eyed managers. The track itself is hardly fit to ride on, but the public generally would not appreciate that fact, and we think it the height of stupidity to lay the slim attendance to that cause. The heart of the public has not yet been touched, and though the people of this city have been regaled week after week with columns of 'cycling news, they remain impassive, and do not turn out as well as they did years ago in the palmy days of the old Institute track.

ACCORDING to the National 'Cyclists' Union and the Wolverhampton rules, the great bicycle rules of England, on an unintentional foul, the rider fouling is not disqualified, but his place is determined by the decision of the referee. It was, indeed, severe for Woodside, after riding so game and pretty a race, to be debarred from both first, second and third money by a decision that was doubtful in more than one particular. — *Herald*.

The N. C. U. rule reads: "Any competitor guilty of foul riding will be disqualified." We cannot see what discretion is left to the officers under this rule, and we hardly think our contemporary is right. In the case cited above, the officials had only to decide if there had been foul riding, and having so determined they had no discretion in the matter, for, under the rules, the rider was disqualified and debarred from any place or prize. The rule is a very strong one, and in special cases it may seem to work an injustice, but it is well to have rules of this kind to prevent trickery on the track; for if the officials were allowed discretion, there would be no end to sharp practice and queer decisions. It seems unjust to disqualify a man for an accidental or unintentional foul, but with the rule as it is, we shall have more careful riding and less of the recklessness that we have seen on the track.

MR. McCANDLISH, writing to the *C. T. C. Gazette*, thus crushes a member desiring the inane custom of saluting when on the road:—

FRIENDLY GREETINGS. — *Sir*: Your correspondent, Mr. Bretherton, who proposed that all members of the C. T. C. meeting each other on the road should salute instead of passing silently by, does not go far enough. Why should not all members of the Club study a war-whoop to announce their proximity to one another? Why shouldn't it be an understood thing that any member of the club chancing to find out where another member lived, should have the right to call and take tea with him, or, in point of fact — *her*? Why don't we have the badge let into our top hats and wear dress waistcoats of Touring Club cloth? Why don't we wear C. T. C. breeches in the city and helmets in the West End? Our grand organization might also be still further brought into ridicule by members calling each other Brother or Brer — for instance, Brer Hillier, Brer Lockwood! Then we could also gradually work up a C. T. C. volunteer corps, fire brigade, soup kitchen, and lunatic asylum.

As a matter of fact, there is not the least reason or good in Mr. Bretherton's suggestion. The practice of strangers saluting each other is idiotic, and invariably excites the derision of non-cyclists. Besides, it has had its day, like a lot of other 'cycling follies, which even Mr. Bretherton's eloquence will not conjure into resurrection.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### Question.

*Editor Bicycling World*: — I notice in your last issue that President Beckwith has resigned his position as chief consul for the State of New York, and that the vacancy caused thereby was filled at the officers' meeting in Albany. The League rules provide that the president must be chosen from among the officers. Does not a person become disqualified from holding the position of president on ceasing to be a member of the board of officers?

MANHATTAN.

Lockwood and Beckwith.

*Editor Bicycling World*: — Your correspondent "D. C." hardly compliments President Beckwith by attaching him to the string of Belva Lockwood's political apron. If D. C. writes in earnest, he is a fit champion of just such a crank as Belva and her forlorn campaign. If he wrote in sarcasm, he has taken an un-

worthy subject on which to expend his brightness. F.

### A Great Record.

By cable to the WORLD: "Kangaroo hundred-mile race won by Smith in 7h. 11m. 10s."

This beats the record made in the hundred-mile road race from Bath to London, by F. E. Appleyard, in 1878, which was 7h. 18m. 55s. Appleyard was favored by a strong wind at his back, and his time has never been beaten. We shall wait further particulars with interest.

### Recent Patents.

The following list of patents recently issued in connection with Bicycles and Tricycles is furnished Henry W. Williams, Esq., Solicitor of American and Foreign Patents, 258 Washington street, Boston:—

No. 304,023. Velocipede; Mason S. Peck, Pawtucket, R. I.

No. 304,334. Bicycle-Saddle; George W. Marble.

No. 304,504. Bicycle; Wm. Clenson, Middletown, N. Y.

No. 304,827. Bicycle-Saddle; Wm. S. Kelley, Smithville, N. J.

No. 304,960. Velocipede; Charles A. Rodine and John G. Malmgren, Chicago, Ill.

No. 305,053. Tricycle; John F. Cumming, Boston, Mass.

No. 305,061. Velocipede; R. F. Ellis and C. A. Norman, Whitt, Texas.

No. 305,690. Velocipede; Thomas Humber, Beeston, Eng.

No. 305,698. Velocipede; Robert D. Lunsford, Oakland, Cal.

### Conundrums from "Wheeling."

WHEN out wheeling, who do we meet who most resembles us? The Pedlar.

If you are troubled with a flea bite, where ought you to start in a hcp? Scratch.

If you are going full tilt with a lot of loose stones at the bottom, who are you sure to meet there? The barber. Why? Because he's a Cropper.

When out on your Humber, what's the best thing to do in case of rain? Take a humber-ella with you, of course.

Why is a modern tri like a house full of babies? Because there are balls (bawls) everywhere.

What part of a race does a dog drinking poisoned water resemble? The last lap.

### Ixonics.

THE new types of machines — notably tricycles — at the Springfield meet, afforded enthusiastic 'cyclists much enjoyment in inspection and trial.

High gearing was exemplified in a Club Tandem with forty-four-inch wheels geared to seventy and two fifths.

On the smooth path this was paradise, the foot-motion approaching the slow stroke of the Star, while the machine flew along at a three-minute gait without extra effort.

A mile was tried on it in 3.13½ while the track was full of riders, necessitating wide riding and slackening frequently.

The "Ranleigh Club" was a racer built apparently on a combination of the lines of the "Greyhound" and "Cripper Humber." It was certainly a revelation to American riders in the matter of weight, 42 lbs., yet it seemed rigid and certainly stanch enough for path work.

The winning machine of three out of four events, pretty thoroughly demonstrated the superior sprinting capabilities of the Humber — of which it was a copy — over the ordinary front steerer.

"Grasshoppering" in one lightens the drag of the little wheel; in the other it increases it.

After riding a Pony Star 500 miles over all sorts of roads, I mounted a 51-inch of the latest pattern and rode it around the track. Result — misery. It was heavy, unwieldy, hard to spurt, and not rigid; in fact, so lamentably lacking in the many good points of the Pony that it was difficult to believe the machines differed in construction only in size.

One of the English cracks had a neat thing in a bicycle handle, — an ordinary "spade" tricycle grip set at a comfortable angle. Howell used the common bulb, while many of the others preferred "gimlet" ends.

The "Kangaroo" ran easily and smoothly, but appeared to lack rigidity, and to my mind can hardly approach the Facile for general availability. The chains must add considerably to the friction in hill work, to say nothing of the extra sets of bearings.

Fitted with a respectable spring and saddle, the best small safety yet devised is the Pony Star. Such at least is the opinion of

IXION.

#### A New Orleans Ride.

It was as bright a morning as 'cyclist could wish, for that introduced some of the novices of our club to the beauties and trials of the Spanish-Fort road. It was Sunday, the day of hallowed rest, but selected, perforce, for this ride by the young men whose week-day time in offices and press-yards was too closely held by the handling and care of the fleecy staple to the cultivation of which our section owes most of its wealth and progress.

Seven of us made up the party, their names being, respectively: A. M. Hill, the Club President; Wm. W. Crane, Captain, and Messrs. C. M. Fairchild, Everard Marks, Grafton Lusk, G. McD. Nathan and Charlie Genslinger.

The start was from Canal street at 6.30 A. M., the run being down to Broad street, thence to Esplanade, and then following the shell road which skirts the Bayou St. John to Spanish Fort.

Until the bayou road was reached nothing occurred worthy of attention, except the crossing of a bridge, the approaches of which, by reason of their steepness, appalled all except Fairchild and Hill. These veterans went over in fine style, while the others looked on and dubbed the spot "Corey Hill." Returning, however, all but one made the attempt and crossed successfully.

After leaving Esplanade street the shell road was reached, stretching away to the lake shore, smooth as marble, and following the many sinuosities of the dark green bayou. The last habitation was the recently inaugurated home for aged and disabled Confederate soldiers, upon the lawn of which two grim and dusky cannon stood in silent peaceful repose. Passing on, the road on one side is fringed with a wide expanse of prairie verdure, which also stretches in boundless range beyond the stream upon our left. The cool morning breeze comes in half a gale from the Lake, and we pass numerous luggers, small schooners and other craft, bound out to take advantage of the glorious weather.

Spanish Fort at last appears, and the boys dismount after having made a rapid run of five and three quarter miles.

Contrary to expectation, the Fort grounds are almost deserted. No refreshments are to be had except from the bar, and as our tastes on this occasion do not rise above coffee or milk we look about for other resources.

Milneburg, a resort on the lake coast, some two miles to the east is suggested, and inquiry as to "ways and means" finally develops a meagre knowledge of an uncertain road along the lake shore between the two points. Capt. Crane orders the mount and our trials begin.

The road is "tough," and is mostly loose sand. The wind, which has increased, is full in our faces, and ere a mile is passed three dismounts have been recorded. A level bridge is finally reached where all dismount and let out pedals to the extremities of the cranks.

From this the run is made in good order until the outskirts of Milneburg are reached. Dogs bark and the awkward plunges of pigs and barnyard fowl threaten danger to themselves or some unlucky 'cyclist. Marks manages to score one header, but all is forgotten some ten minutes later when the discussion of the dainty breakfast at the hotel has begun.

Returning, our ride is uneventful until almost reaching town. Hill at one time is intent watching a lugger flying along the bayou, and, regardless of his riding, runs upon the grass which fringes the road and takes a tumble. Later on, Marks tries to pass on both sides of a team at once and succeeds in becoming entangled in the shafts of a buggy, where he hangs suspended for a few moments, his wheel meanwhile entangling with that of Crane and dumping that worthy ingloriously. Ten o'clock finds us at home, having accomplished about eighteen miles in all, which leaves each and all in happy mind

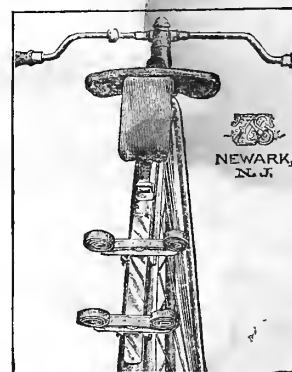
and full of the exhilaration and vigor only gained by those who use the wheel. Is it any wonder that we come to love our silent trusty steed, and that its care becomes a pleasure?

Fired with ambitious ardor we have resolved upon a repetition of our trip and, like Alexander, sigh for new fields upon which to try our prowess.

"WHITNEY."

## MANUFACTURE

Z. & S. Luggage Carrier.



MADE BY ZACHARIAS & SMITH, NEWARK, NEW JERSEY.

We have received and tested one of the new luggage carriers invented and made by the above firm. It is similar in construction to the carrier used on the Star bicycle and consists of a strip of metal about a foot long which is securely clamped around the backbone of the machine. Near each end of the main strip is another short strip with swivel, so as to be turned at right angles with the backbone when in use, and parallel with it when not. It can be placed so as not to interfere with mounting, and for heavy weights is in a better position than those that require the bundle to be carried on or in front of the handle-bar.

The carriers are very well and strongly made, and answer every purpose. In ordering, the size of the backbone should be given.

## NOVICES' COLUMN

### Practical Road Riding.

THERE is no part of bicycling that gives so much real satisfaction and enjoyment when it can be done with ease, as practical road riding. Conversely, there is no part that gives so little satisfaction and enjoyment when it is fatiguing. For a short time the spins on the smooth roads where one learned to ride give pleasure, but it soon grows monotonous, and the rider steps out of the ranks of wheelmen. Many new riders, while they can with ease take short rides on level roads, find practical road riding very fatiguing and thoroughly unenjoyable. There are various causes for this, chiefly,



# WHEELMEN, ATTENTION!

24 out of 29 Races won on the  
**RUDGE,**

**AT SPRINGFIELD, SEPT. 16, 17, 18 and 19, 1884.**



The following American Records for 1884 were made on the RUDGE RACER, viz.:

## AMATEUR.

Miles.	M. S.	Names.
1-2 mile.....	1.18 1-5.....	S. Sellers.
1 " .....	2.39 .....	S. Sellers.
4 " .....	11.55 2-5.....	L. B. Hamilton.
6 " .....	18.50 .....	L. B. Hamilton.
7 " .....	21.57 .....	L. B. Hamilton.
8 " .....	24.25 .....	John Brooks.
9 " .....	28.06 2-5.....	John Brooks.
10 " .....	31.04 .....	S. Sellers.

## PROFESSIONAL.

Miles.	M. S.	Names.
1-2 mile.....	1.21 .....	R. Howell.
2 " .....	5.45 3-5.....	R. Howell.
3 " .....	8.36 2-5.....	R. Howell.
4 " .....	12.11 3-5.....	R. Howell.
5 " .....	15.02 2-5.....	R. Howell.
6 " .....	18.24 4-5.....	R. Howell.
7 " .....	21.17 2-5.....	W. M. Woodside.
8 " .....	24.21 3-5.....	W. M. Woodside.
9 " .....	27.21 3-5.....	W. M. Woodside.
10 " .....	30.07 1-5.....	R. Howell.

# STODDARD, LOVERING & CO.

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Sole Agents in the United States.

# THE RUDGE RACER

**SELLERS AT HARTFORD, CONN., SEPT. 9, 1884,**

Rode a mile in **2 MIN. 39 SEC.**, beating the World's record.

The following noted flyers also ride the RUDGE RACER:—

R. HOWELL,  
S. SELLERS,  
ELIOT NORTON,  
G. H. WAIT,  
JOHN BROOKS,

ASA DOLPH,  
LEWIS HAMILTON,  
F. WESTERVELT,  
C. H. PARSONS,  
W. M. WOODSIDE,

G. M. HENDEE,  
E. F. TRACY,  
WM. MAXWELL,  
J. H. LEWIS,  
G. D. GIDEON.

The CHAMPIONSHIPS OF ENGLAND, FRANCE, GERMANY, AMERICA, and SPAIN have all been won on the RUDGE RACER.



## AMERICAN RUDGE,

THE ONLY

FIRST-CLASS ROADSTER  
at a Reasonable Price.

Rudge's Unequalled Ball Bearings to both wheels.

Hollow Forks and Backbone.

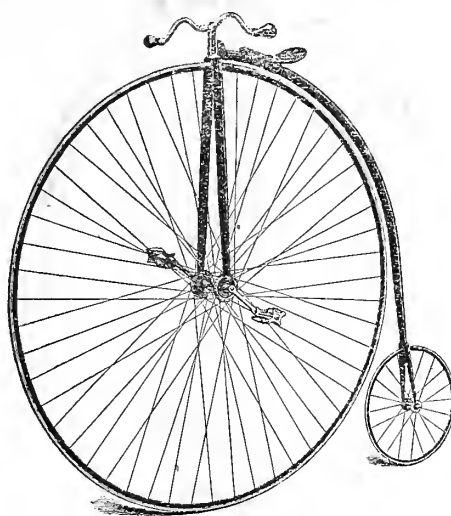
Direct Spokes (eighty to front wheel).

Curved Handle-Bars.

Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



## RUDGE RACER.

One Mile Record of the World,

**2 Min., 39 Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

Price, 50-in., Enamelled and Nickelled, \$140.



## RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.

The first Bicycle ever ridden  
up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

Weight, 36 pounds.

Price, 50-in., Enamelled & Nickelled, \$140.

SOLE AGENTS FOR THE UNITED STATES,

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lack of practical knowledge and poor wheels. A poor wheel with the requisite knowledge is, however, much more to be desired than a good wheel without it. Often this lack of knowledge is not the fault of the new rider, but arises from the need of "tips" from older riders who delight in showing how much better and stronger they ride, but are very chary about giving any points to others.

What old rider is there who in his early days of riding does not remember how the older riders forged ahead, but seldom offered to tell him how he could improve. At the same time, how often it is that a new rider is so wise in his own conceit that he resents the least suggestion or intimation that his style is not perfection itself. In bicycle riding, as in all other things, practice and experience continually add to our store of knowledge, and the oldest rider cannot take a run of a dozen miles without admitting that he can ride better than he could the day before. There are many requisites to enjoyable road riding, among which may be enumerated good wheels, practical knowledge, plenty of time, good health, proper clothing, and a fair amount of physical strength. With these requisites the roads can be taken as they come, and they will be called "fair" at least. As to choice of wheels, there is but little difference in the leading makes so far as durability and quality are concerned. Some riders are best suited with one make and some with another, either on account of their weight or some peculiarity of construction which adapts itself to them. A wheel for road riding should not be encumbered with heavy cyclometers, lamps, bells, tool bags, and luggage carriers. Unless one is on a long ride that will last more than one day, a wrench in the pocket is all that it is necessary to carry. If the ride is to extend into the evening, or if a halt is to be made which is to be of any considerable duration, it is well for comfort and safety to carry a spare flannel undershirt. This can be rolled up into a bundle but little larger than a tool bag, and strapped under the rear of the saddle where it is out of the way. A dry flannel to put on in place of a wet one, during or at the end of a long ride, is more refreshing than a bath. Flannels should always be worn next the skin when riding. There is also much comfort in having the hands encased in a lisle-thread glove faced on the palm with leather.

The new rider should be careful and not over-exert himself to keep up with those who are faster and stronger. An old and experienced rider may "spurt" for some considerable distance to the full extent of his powers, and recover from the effects in the next mile's ride, while even a short "spurt" will use the new rider up, and not again during the day can he shake off the results of his foolishness. I have in my mind a rider whose business was such that he could ride but little during the week, who on Sundays would go out with some of his

friends for runs to neighboring towns. He would return home thoroughly exhausted, and on Monday morning with exceeding regularity would swear off riding for good and all, and finally sold his wheel and gave up in disgust, all on account of a desire and pride to keep up with riders who were stronger and faster. In road riding a pace should be taken that can be kept up the full distance, and only in case of a remarkably good piece of road should the new rider "let himself out." How often in his earlier riding days has the experienced rider set up on a run, feeling so good that he must needs let out the "kinks" and find at the last of the ride that he would fain have them back again. Hills should never be rushed, except they are very short and sharp ones. The advice of one of the best road riders in the country is "go at hills slowly and steadily, and if you have any surplus up the sleeve use it at the top and not at the bottom." A proper position on the wheel should be cultivated. As a well-known wheelman says when he sees an awkward rider, "if I thought I looked as badly as that on a wheel I would never mount one again." A fairly erect position should be maintained. Bending the body forward or backward is ungraceful, unnecessary, and unwise, except occasionally when one is tired it is a relief to bend well forward for a short time. The position of the hands and arms are an important factor both in ease and grace of riding. The hands should be placed against the ends of the handles with the thumbs on top, the weight of the hands resting on the palm between the thumb and forefinger, the necessary pulling being done mainly with the two first fingers. Let the arms hang loose and it will bring them in a natural position near the body.

For all around work, hills included, this as a general thing is the best, giving the best control of the wheel, while at the same time it is the most graceful. The hands under the handle cramp and tire the rider, causing him to pull harder than is necessary, giving him a stiff appearance. The hands on top of handles give one an awkward look. On long rides it is better to keep a steady moderate pace than to ride faster with frequent halts. Short rests tend to stiffen the muscles. Finish the journey and rest at the end. The act of mounting the wheel proves very tiresome to the new rider, who is obliged to make frequent dismounts. Properly done, it ceases to be a source of fatigue, and a dismount and walk over a piece of bad road or up a hill becomes a source of rest. The writer while having been able to make some twenty-five different mounts, has settled on the one which experience has proved to him to be the easiest and most graceful. It is this: standing on right-hand side of wheel, just back of pedal, with hands on handles, walk (not run) from one to four steps, put left foot on step, and with a slight spring from the right foot come into the saddle slowly. Never make haste in getting

into the saddle, except the nature of the road requires that the pedals be taken quickly. This mount is much more graceful than the usual hopping or "Kangaroo" mount. The knees should be kept well up against the forks, for appearance, as well as for the greater ease and certainty with which the wheel can be guided. To all new riders I would recommend a certain amount of fancy riding, as it gives one confidence in his wheel that he can acquire in no other way. All riders are aware of the various ways in which they are occasionally obliged to dismount, and it is well to know how to do it gracefully. The best dismount is to bring the wheel to a stop with the left pedal down, and step lightly to the ground. A pedal dismount when the wheel is in motion causes a jar to the body, which is unpleasant and unnecessary. When obliged to dismount quickly the safest way is to throw one leg around over the handles, and come down standing on the side of the wheel, holding the handle by one hand. With a little practice this can be done safely and easily, when the wheel is moving very rapidly, while in a like case a pedal dismount would be dangerous, if not impossible.

In hot weather a wet handkerchief placed in the hat, and wet occasionally at the springs or watering troughs, is comfortable and safe. Avoid excessive drinking. If drink is necessary let it be milk or ginger ale. Never try to show off. If there is anything more ridiculous than a bicycle rider folding his arms, throwing his leg or legs over the bar, or laying over the handles, and "whooping her up" in a street where people are looking on, spare us the sight. Finally, avoid anything that will attract attention to you when on the wheel. B.

## CURRENTE CALAMO

### Sur la Sociable.

THROUGH the by-way bowling;  
Silvery night in June;  
Wheels so airy rolling  
Out a merry tune.

On the cushions resting,  
Not the least afraid,  
By an interesting  
Youth reclines a maid.

Gentle, shy, and winning,  
Form of willowy grace,  
And the night is spinning  
Over her fair face

Gauzy web of shadows,  
Shot by moonbeams bright,—  
'T is to this the lad owes  
Half his bliss to-night.

In her ear he whispers  
Gayly love's sweet tale;  
Naught she checks the lisper's  
Words, as through the dale

Wing they on so fleetly—  
Now adown the glade,  
Brake he presses fleetly,—  
And the lithesome maid.

Joys more indolently  
 With the pedals light;  
 See them, consequently,  
 Much retard their flight.

Past the sparkling river,  
 Green boughs overhung—  
 Where the rushes quiver,  
 Breezes soft among.

While from garden closes,  
 Incense—breathing rare,  
 Steals the scent of roses  
 On the evening air.

Happy are the lovers,  
 As they onward go;  
 Cupid, near them hovers—  
 Evening of woe.

Ah, light-hearted riders,  
 Ever may you roll  
 Through life's vale as gliders  
 Round a smoothened goal.

MARBLEHEAD, MASS.

GEORGE CHINN.

RUDGE & Co. are building a new machine similar to the Kangaroo. The little wheel is in front and the machine is driven by chain and gear wheels. The makers say that the machine can be ridden by a lady.

Mr. H. D. COREY sails for England on Saturday.

THERE has been some controversy in England and America over the spelling of Sellers's name. *Wheeling* settles the dispute by publishing the autograph of the great flyer. He spells it with e's. We thought we had settled the question when we saw his name beautifully etched in silver on his racer, for there it was spelled with an "e", but it proved to be "wretched" in silver.

ANOTHER record lowered across the pond. W. F. Sutton has ridden on a Cruiser tricycle from London to Edinboro, 400 miles in two days nine hours five minutes, doing 230 $\frac{3}{4}$  miles the first twenty-four hours. This takes the twenty-four hour record as well.

MESSRS. DION BOUTON and Trepardous of Paris, are said to have invented a practical steam carriage for road work with rubber tires. The introduction of such vehicles would be a good thing for cycling, as they would create an imperative demand for better roads.

S. T. CLARK & Co. have issued a supplement to their catalogue giving changes in specifications of their machines.

OUR old friend, V. C. Place, of racing celebrity, has made a bet on the election result amounting to \$500,000, against \$600,000. The stake consists of mining property in New Mexico. If we are correctly informed, Place is merely the superintendent of the mines at stake and can well afford to bet an amount beyond his reach.

A. MILLARD, of Providence, will go to Europe to stay in about six weeks.

G. H. ILLSTON, one of the English riders, has accepted a situation in a sewing machine factory at Wallingford, Conn.

ROBT. JAMES sailed for Europe on the "Servia," Wednesday, from New York. Gaskell, Chambers, and Corey go on Saturday.

MR. F. S. HARRIS and Mr. Geo. T. Craven, of the Germantown Club, of Philadelphia, made a century run from Boston to Newburyport and return, on Friday, 26 September. The total distance covered was 101 $\frac{5}{8}$  miles. Total time, 14h. 20m. Riding time, 12h. 10m.

THE Springfield Club does not intend to withdraw from the League. The illness of the treasurer accounts for the delay in joining. The club will join in a body.

THE treasurer of the C. T. C. sign-board fund is ready to receive remittances from those who have pledged amounts and from others.

WHERE are our long-distance riders? Is that bicycle record to go over another winter?

THE second annual road race, under the auspices of the Boston Bicycle Club, will take place Saturday, 4 October, starting from Bailey's, South Natick, at 6.30 A. M. The importance of the race cannot be over-estimated, as it affords an opportunity for our road riders, and opens a field for competition to many that cannot gain success on the path. Entry fee is one dollar and the entries will close Friday night at the place of starting. In addition to the medals offered by the club, a special prize of a nickel-plated Star bicycle is offered by Stall & Burt. to the winner, if the distance is covered inside of nine hours. The number of entries is quite large, and the race promises to be of an unusually interesting character, and taking practically the form of a road championship, should secure a good field of starters. The winner of the race will be awarded a gold medal, the second man a silver medal, and all bicyclists who finish within ten hours, and tricyclers within eleven and one half hours, will receive silver time medals. The rules governing the race permits pace makers to accompany all competitors, but the latter will be held responsible for any interference by pace makers with regular contestants. Luggage can be sent to the Boston Bicycle Club house by contestants who are not club members, and the conveniences of the club will be open to such contestants on the day of the race. Indicators will be posted and men stationed along the road, as far as possible, to direct riders who are not familiar with the route. The entrance fee is \$1.00, which should be sent to Capt. L. R. Harrison, 87 Boylston street, Boston.

The route will be as follows: Starting from Bailey's Hotel, South Natick, at 6.30 A. M., by Washington street to Wellesville, Granville, Newton Lower Falls, West Newton, Watertown avenue, to Newton and Watertown to Cambridge, following Brattle street, Craigie street, Concord avenue, Chauncy street, North avenue and Day street to Somerville;

Elm street to Harvard street, through Medford and by Salem street direct to Malden; by same street to East Saugus, and then by the Salem turnpike to Lynn Common; then turning at City Hall and following Essex street to Salem, where the competitors will be checked at the Essex House; ride through Salem by St. Peters street, Brown street, Winter street and Bridge street to Beverly; Randolph street to North Beverly, and bearing to the right through Wenham, passing to the right of the lake to Hamilton; through Hamilton village, follow main road to Ipswich and Rowley. Competitors can obtain dinner at Rowley. After this take Newburyport turnpike toward Newburyport to the turning point, where Capt. Harrison will check the riders.

The return will be over the same route to North avenue, Cambridge, then to Harvard square into Brighton street and North Harvard street to Brighton; follow Cambridge street, Linden street, Gardner street, Chester street and Brighton avenue through Brookline, and by Beacon street to Chester park; thence to 87 Boylston street, the finish. The course has been several times been carefully measured, and found to be just about one hundred miles. The competitors will be checked and their times taken at six different points on the route, so there will be no question about any one failing to ride the full distance. A large field of starters is expected, including both bicyclers and tricyclers, and with fair weather the records will undoubtedly be considerably lowered.

THE following on gearing up and gearing down is taken from a previous issue at the request of several readers who are all at sea in the matter:—

Gearing down consists in having the wheel on crank shaft smaller than that on driver; gearing up has the shaft-wheel larger than the wheel on the driver. Since the teeth on these two wheels must have the same size and shape, the relative size of the wheels is proportioned to the number of teeth they bear. Thus, if the upper wheel has thirteen teeth and the lower one has twelve, the machine is geared down "one tooth" for power; if these two wheels shift their position, it is geared up one tooth for speed; if the two wheels have the same number of teeth, it is geared level. In general,—as nearly as a rule can be formed,—gearing up is best suited to heavy and muscular men, who can put on pressure more comfortably than they can work their feet quickly, and gearing down is best for lighter and less powerful persons (notably for ladies) who can better move at a livelier rate of pedalling than work hard. The problem of figuring out the required reduction in the lower wheel is very simple, but the rule of three may bother some whose arithmetic is not of the readiest, and it may assist to suggest alternative rules. So here are two:—

RULE 1. Multiply the number of teeth on the hub by the inches of diameter of the wheel desired, and divide by the inches of



diameter of the actual driver: the quotient will be the required number of teeth on the lower gear wheel. For example, if you have a 48 driver with twelve teeth on hub, and want to reduce it to 44, multiply 12 by 44 and divide by 48, and you have 11.

**RULE 2.** Divide the inches diameter of actual driver by number of teeth on hub, and the quotient is the number of inches which EACH tooth taken out of the lower gear wheel will gear the driver down. For example, for a 48 wheel with 12 teeth, each tooth removed from lower gear wheel will gear down 4 inches, for a 50 wheel with 16 teeth, each tooth removed will gear down  $3\frac{1}{4}$  inches. Unless the number of teeth is an "even" one, the gearing down will be fractional. In general, removing of one tooth will make a change of three to four inches in effective size of driver, depending on the number of teeth in the wheels.

## RACING NEWS

New Haven, 24 September.

SECOND DAY.

Rain prevailed in the morning and caused the abandonment of the parade. At noon it cleared off warm, with no wind, but later the wind freshened and spoiled any chance of fast time. The attendance was good and the racing was fair. The results were:—

**Three-Mile State Championship.**—Wait (1), Bidwell (2). Times by the half-mile were: 1m. 39½s., 3m. 20s., 4m. 54s., 6m. 31½s., 8m., 9m. 24s.

**Five-Miles; Open.**—Hendee, Sellers, Hamilton, and Illston were the starters. Sellers went off with the lead, followed closely by Hendee, Hamilton, and Illston in the order named. They went to the half in 1m. 41½s. and finished the mile with positions unchanged, in 3m. 51½s., all riding such a palpably waiting race that they were roundly hooted at. Hamilton then went to the front on the back stretch. At one and a half miles, in 5m. 41½s., the order was: Hamilton, Sellers, Hendee, and Illston. Hendee then went to the front, followed by Sellers, Hamilton third, Illston last. The pace grew lively, and in the order named they passed two miles in 7m. 35½s., two and a half miles in 9m. 08½s., three miles in 10m. 44½s., three and a half miles in 12m. 18½s., four miles in 14m. In the next half several fine spurts occurred, but the Englishman was unable to gain any advantage until coming down the stretch, where he drew up alongside of Hendee in a magnificent spurt, and got his wheel across the four and a half mile line about a foot ahead; time, 15m. 39½s. He then drew ahead of Hendee about a foot of clear space, and took the pole, just escaping a collision, and only did so through Hendee's easing up. Before Hendee could settle to his work again Sellers had a lead of twenty yards. Hendee made every effort to close up the gap, as did Sellers to hold it. The latter finished first by ten yards; time, 16m. 54s. Hendee was second; time, 16m. 54½s.; Hamilton a close third, Illston fourth. Hendee claimed a foul, and the judges unanimously decided the foul well claimed, and gave the race to Hendee.

**Three-Mile Handicap.**—Wait and Tyler had 40s. start, Palmer 30s., and Bidwell 24s. over Chambers, of England, scratch. Wait took the lead and held it throughout, closely followed by Tyler, Palmer third. Wait's time, 9m. 31½s. Chambers made a good effort to win and scored the fastest one, two, and three miles of the meeting, although seventy-five yards from the finish he slowed up. His time by half miles was: 1m. 27s., 2m. 52s., 4m. 27 3-5s., 6m., 7m. 35 2-5s., and 9m. 11s.

**Twenty-Mile Open.**—Palmer, Maxwell, Chambers and Lewis were the starters. Chambers (1), time, 1h. 12m. 30½s.; Maxwell (2); by fifteen yards.

**Consolation Race.**—Mr. Ferguson of New Haven, and J. C. Lewis, of Hartford, started. Lewis won in 3m. 14½s.

The one-mile tricycle did not fill, so Illston made an attempt to beat the one-mile tricycle record, but failed, going to the quarter in 55½s., half in 1m. 48½s., and mile in 3m. 36s.

Howell had been extensively advertised to make an attempt to beat the record for one mile, but owing to the judges' decision against Sellers in the five-mile race, he refused to ride, and it was so announced from the stand.

THE Cleveland Bicycle Club has changed the date of its race meeting from 23 October to 16 October. There will be prizes valued at \$400 given, and the events will be one and five-mile club championships, one-mile consolation for club members, quarter and half-mile, best two in three heats, open one and two-mile, open one-mile team race, one-mile time race, nearest to four minutes, and a 100-yard foot race for amateurs.

It is not improbable that the cinder track now on the Union Athletic grounds will be taken up next spring, and a clay track laid in its place.

**N. A. A. A. AND L. A. W. CHAMPIONSHIPS.**—NEW YORK, 27 September. Five-mile, Lewis Hamilton, Waterbury, Conn. (1); Wm. Wait, New Haven, Conn. (2); A. B. Rich, S. I. A. C. (3); time, 18m. 36s. Two-mile, Lewis Hamilton, Waterbury, Conn. (1); William Wait, New Haven, Conn. (2); A. B. Rich, S. I. A. C. (3); won by thirty yards; time, 6m. 58s.

### The Boston Tournament.

THE first tournament on the Union grounds cannot be called a success. There was a good field of riders, liberal prizes, and systematic arrangements, but the track was bad. It cannot be made good until taken up and rebuilt, and then we doubt if it can be kept in order, for the field is used for base ball, and the catcher's point is on the homestretch at the mark. Howell visited the track on the forenoon of the first day and refused to ride on it. Sellers tried it once and retired, and the other visiting Englishmen condemned the track, though they showed great persistence in riding on it.

Rain fell on the first day and but three races were run. A summary of the tournament is given below:—

THURSDAY, 25 SEPTEMBER.

**Half-Mile Dash.**—S. Sellers (1), 1m. 32½s.; D. E. Hunter (2); C. S. Whitney (3).

**Three-Mile.**—H. W. Gaskell (1), 10m. 37½s.; D. E. Hunter (2), 10m. 42 2-5s.; C. F. Haven (3).

**One-Mile, Boston Riders.**—C. S. Whitney (1), 3m. 39½s.; F. E. Bryant (2); Theo. Rothe (3).

FRIDAY, 26 SEPTEMBER.

**Two-Mile.**—H. W. Gaskell (1), 6m. 57½s.; R. Chambers (2), 6m. 57½s.; C. H. Parsons (3); A. Millard (4).

**Two-Mile, 6.50 Class.**—D. E. Hunter (1), 6m. 50½s.; F. A. Bickford (2), 6m. 52s.; C. H. Parsons (3); Geo. E. Cain (4).

**One-Mile.**—R. Chambers (1), 3m. 17s.; H. W. Gaskell (2), 3m. 17½s.; A. Millard (3).

**Three-Mile Professional Record.**—W. M. Woodside (1), sixteen firsts; C. J. Young (2), two firsts; R. James (3), sixteen seconds; R. A. Neilson (4); C. W. Ashinger (5).

**Twenty-Mile, Columbia Cup.**—D. E. Hunter (1), 1h. 20m. 58s.; J. C. Lewis (2).

SATURDAY, 27 SEPTEMBER.

**One-Mile Professional, Boston Riders.**—R. A. Neilson (1), 3m. 18½s.; C. J. Young (2); by six inches.

**Three-Mile Record.**—D. E. Hunter, 69 points; H. W. Gaskell, 65 points; R. Chambers, 64 points; C. F. Haven, 38 points; A. Millard, 11 points. This race was run under different rules than those previously em-

ployed. There were five entries, and the first man to cross the scratch on each lap scored 5; the second, 4; the third, 3; etc. The man scoring the greatest number of points, to be declared the winner. During the race, a collision occurred on the back stretch, and Gaskell was thrown from his machine. He pluckily remounted and finished the race. He immediately entered a protest against Hunter, who, he said, struck his wheel from behind. After hearing all sides of the case, the judges voted unanimously that Hunter was in fault, and they had no discretion but to disqualify him. The first prize went to Gaskell, and the second to Chambers.

**One-Mile Tandem.**—Chase and Joslyn (1), 3m. 28½s.; Stahl brothers (2).

**Two-Mile Tricycle.**—R. Chambers (1), 8m. 17½s.; E. B. Dudley (2), 8m. 20½s.

**Half-Mile Amateur.**—C. F. Haven (1), 1m. 33s.; H. W. Gaskell (2), 1m. 33½s.

**One-Mile Without Hands.**—G. E. Cain (1), 3m. 48½s.; H. W. Gaskell (2), 4m. 46½s. This was new business for Gaskell, and Cain had no difficulty in running away from him and lapping him.

**Five-Mile Record.**—R. Chambers, 111 points; H. W. Gaskell, 96 points; D. E. Hunter, 64 points. This was an exciting race between Chambers and Gaskell, and there was a brush at every finish. Several of the laps were won by a few inches, and there were two that were declared ties. Gaskell's time, 17m. 41s.; Chambers, 17m. 49½s.

**Five-Mile Professional.**—John S. Prince (1), 16m. 34½s.; C. J. Young (2); W. M. Woodside (3). Woodside finished first, but he rode so wide at the finish that Prince could not get by, and entered a protest, which was allowed.

MONDAY, 29 SEPTEMBER.

The races postponed from Thursday were run off this day:—

**Two-Mile.**—D. E. Hunter (1), 6m. 44½s.; H. W. Gaskell (2), 6m. 45s.; R. Chambers (3).

**Five-Mile.**—R. Chambers (1), 17m. 54½s.; D. E. Hunter (2), 17m. 55s.; A. Millard (3).

**One-Mile Record.**—H. W. Gaskell (1), 16 points; A. Millard (2), 11 points; R. Chambers (3), 9 points.

**One-Mile, 3.25 Class.**—F. A. Bickford (1), 3m. 15½s.; Geo. E. Cain (2), 3m. 16s.; C. E. Tracy (3); C. B. Graves (4).

**One-Mile Professional.**—Robt. James (1), 3m. 9½s.; W. M. Woodside (2); C. J. Young (3).

NOTES.

THE Englishmen carried off the prizes because there was none of our good riders to compete with. Hunter, the Beverly boy, gave them a good fight throughout, but he stood almost alone. Haven went on to the track and came in ahead, and was seen no more.

THE races were the best ever seen in Boston, notwithstanding the small number of competitors; and the sharp brushes between Gaskell and Chambers were enjoyed by the spectators.

THE contests were worthy of larger gatherings.

FRYE, Underwood and Prince met on the grounds the first day, and we were strongly reminded of the old Institute days when Prince had these two in training.

GASKELL and Chambers have made hosts of friends by their gentlemanly conduct and good riding. Old England has reason to be proud of these two representatives of the "cycling fraternity."

IT is the unanimous opinion of the racing men that the cinder track is not the best one for this country. Clay or gravel is the best for this climate. *Per contra*, cinders is best for England, and clay would not do at all.

CHAMBERS says it is our clear air that makes it possible to make fast time, and he predicts that America will leave England far behind in records at a very early date. He tells us that after a hard race in England, he is completely "done up," but here he feels it only in his legs.

THE new method of running the so-called "record" races is very satisfactory, and much superior to that employed at Springfield.

C. J. YOUNG, of Boston, competed in a five-mile race on a bicycle against E. L. Maddocks on skates at the Argyle Rink, 24 September. Young proved the winner in 19m. 50s.

THE Scranton (Pa.) Club will hold an invitation race meeting 16 October. A fine list of races is promised.

DENVER, COL., 11 September. — Races by Colorado Wheel Club: Half-mile, two in three, H. G. Kennedy (1), 1m. 43s.; E. B. Horsford (2). One-mile, H. G. Kennedy (1), 3m. 37s.; F. C. Kimball (2). Slow race, one hundred yards, H. G. Kennedy (1); L. Rice (2). Fancy riding, H. G. Kennedy (1). One-mile, H. G. Kennedy (1), 3m. 51s.; F. E. Kimball (2). Five miles, H. G. Kennedy (1), 22m. 30s.; C. B. Kimball (2).

13 September: One-mile, H. G. Kennedy (1), 3m. 43s.; F. E. Kimball (2). Half-mile, without hands, F. McFarland (1), 2m. 7s. Half-mile, H. G. Kennedy (1), 1m. 35s.; F. J. Chemaui (2). One-mile consolation, H. Pehrie (1), 4m. 13s.; M. A. Root (2). Five miles, H. G. Kennedy (1), 22m. 35s.; F. E. Kimball (2).

WILLIAMSBURG A. C., 20 September. — Two-mile race: A. P. Cobb (1), 7m. 54 2-5s.; D. Smith (2).

SAN FRANCISCO, 9 September. — Sports of the Merion Club: Half-mile handicap, F. C. Cook, scratch, (1), 1m. 32 1-2s.

TROY, N. Y., 25 September. — Annual races of Troy Club: Two-mile county championship, T. B. Collins (1), 7m. 43s.; W. J. Wiley (2). One-mile, two in three, T. B. Collins (1), 3m. 18 1-2s.; H. S. Kavanaugh (2). Half mile dash, J. O. Wood, Jr. (1), 1m. 48 1-2s.; G. K. Edwards (2). Three-mile club championship, G. R. Collins (1), 12m. 8s.; G. H. Bartlett (2). One-mile handicap, R. S. Coon (1), 3m. 43 1-2s.; J. V. Wilson (2); T. B. Collins (3). The three mile race (open), was anxiously awaited for, as it was known that C. H. Ross, of the Albany Club, and H. S. Kavanaugh, of Cohoes, would make this a very interesting and close contest. At the report of the pistol Kavanaugh dashed away, Ross following close up. The positions were not changed until the last quarter, when Ross spurred, and though Kavanaugh held the lead for a short distance, Ross finally passed and won by fifty feet; time, 9m. 55s.; time by miles — one, 3m. 16s.; two, 3m. 22s.; three, 3m. 17s. FIFTY-INCH.

#### Across the Water.

TRICYCLE RECORD BEATEN — On 10 September, C. Gossett beat the existing road tricycling record for 100 miles — 9h. 8m., made by Boudon earlier in the season. The route chosen was from the first milestone to outside Hitchin, England, proceeding northward to Buden, then returning to the starting point, subsequently running to Bedford *via* Biggleswade and Great Barford, and back again, finally completing the distance with a run home from Biggleswade to the fifty-second milestone and back. Gossett's times were, five miles, 19m. 17s.; ten miles, 39m. 30s.; twenty-five miles, 1h. 54m.; fifty miles, 4h. 18m.; one hundred miles, 9h. 5m.

RECORDS BROKEN. — The fifth race for the Crystal Palace fifteen miles challenge cup took place 11 September, at Sydenham, London, England, and the winner, R. H. English, North Shields Bicycle Club, beat all previous records from two to fifteen miles, and, continuing with a view to beating Cortis's hour record, also beat record time for sixteen, seventeen, eighteen, nineteen and twenty miles, and in the hour, rode twenty miles five hundred and sixty yards, or two hundred and thirty-five yards more than Cortis had to his credit. R. Cripps was second by forty-four seconds, and H. F. Wilson third by ten yards. Time-keeper, G. P. Coleman. English's times, which are record from two miles up to twenty, are as follows: —

MILES.	M. S.		DURATION.	
				M. S.
1	.....	2.42	.....	2.42
2	.....	5.32 2-5	.....	2.50 2-5
3	.....	8.33	.....	3. 0 3-5
4	.....	11.33	.....	3. 0
5	.....	14.33 2-5	.....	3. 0 2-5
6	.....	17.33 3-5	.....	3. 0 1-5
7	.....	20.30	.....	2.57 2-5
8	.....	23.28 4-5	.....	2.58 1-5
9	.....	26.22 2-5	.....	2.53 3-5
10	.....	29.19 2-5	.....	2.57
11	.....	32.19 2-5	.....	3. 0
12	.....	35.15	.....	2.55 3-5
13	.....	38.16	.....	3. 1
14	.....	41.26	.....	3.10
15	.....	44.29 3-5	.....	3. 3 3-5
16	.....	47.26	.....	2.56 2-5
17	.....	50.22	.....	2.56
18	.....	53.20	.....	2.58
19	.....	56.15	.....	2.55
20	.....	59.6 3-5	.....	2.51 3-5

### WHEEL CLUB DOINGS

NONANTUM 'CYCLING CLUB. — Organized 22 September. President, Geo. F. Williams; vice-president, J. W. Fisher; captain, W. E. Wentworth; secretary, A. E. Vose.

THE Boston Ramblers have clinched the nail in their coffin, and decided to remain dead. A second meeting has been held, and a large majority confirmed the action of the first meeting in voting to disband.

THE Montreal Bicycle Club gave a bonnet hop at Valois, a pretty little summer resort on the St. Lawrence River, about sixteen miles from the city, on Saturday evening, 30 August. A large number of the members of the club rode out in the afternoon, while the 6.10 P. M. train took out a numerous contingent of the lady friends of the club. The hop was given as a slight return on the part of the club for the many kindnesses displayed to them by the residents of Valois.

### 'CYCLISTS' TOURING CLUB

#### American Division.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the United States chief consul, Frank W. Weston, Savin Hill, Boston, Mass.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): Thos. S. Carter, Carrcroft, Ilkley, Yorkshire, England; R. S. Kingsbury, 38 East Main street, Xenia, Ohio; W. C. Lewis, 33 Dwight street, Boston, Mass.; C. W. Norman, 68 Root street, Cleveland, Ohio; E. C. Smith, 221 Washington street, Brooklyn, N. Y.

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APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal. N. B. — Consuls wanted in every city and town in Canada.

### FIXTURES

4 October, Saturday:  
100 mile Road Race Boston Club.  
Races at Northampton.  
16 October, Thursday:  
Races at Scranton, Pa.  
Fall races, Cleveland Club.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

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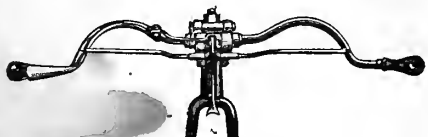
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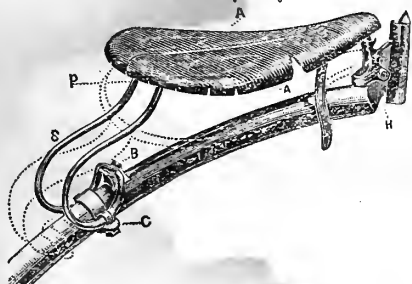
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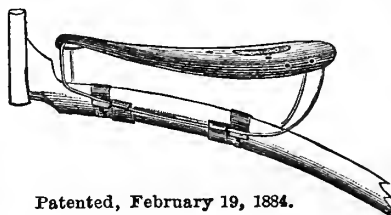
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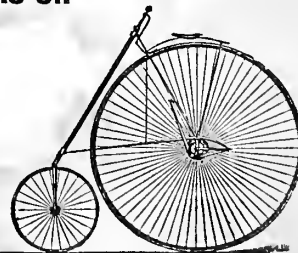
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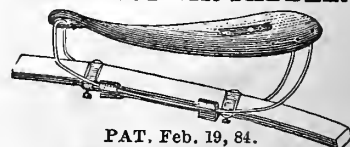
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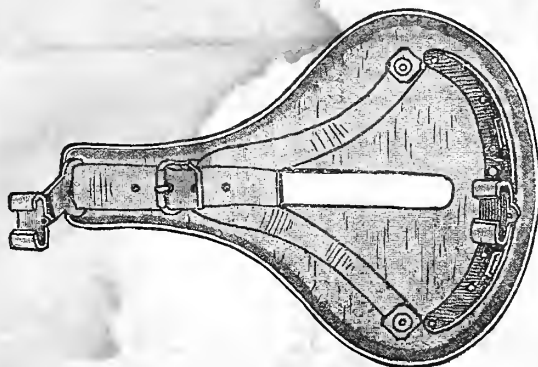
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Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

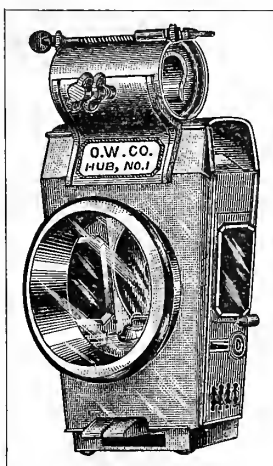
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Volume IX.  
Number 23.

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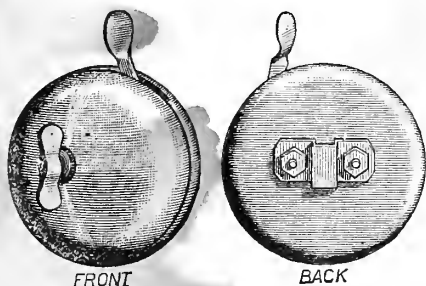
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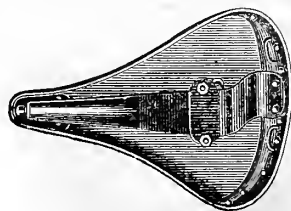
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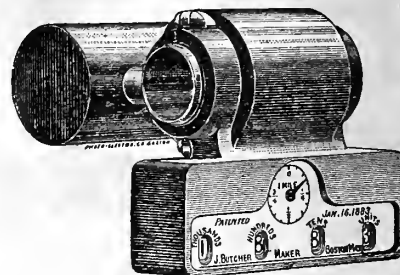
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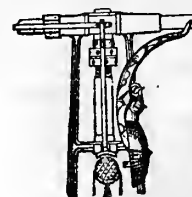
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In England, in 1883, Royal Mail Racers won 46 First Prizes.

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*Beverly, Mass., Sept. 2, 1884.*

*Querman Wheel Co.*

*Gentlemen:—*

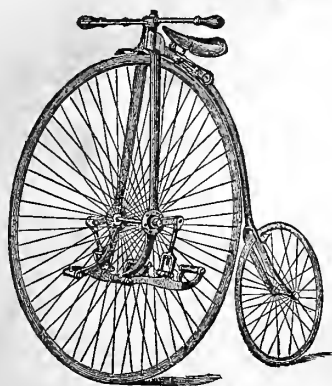
*I have ridden both bicycles and tricycles for three years, and gave it up, for they all went to pieces under me.*

*Mr. Wood, your agent in Beverly, induced me to try a Victor. I liked it all but the steering. I thought that would not last.*

*I have ridden the tricycle 1,000 miles, and the same ribbons are there now, and just as good as when new. I shall pronounce it perfect when I get my 60-inch gear wheel. I have made me a boot that fits on the front of the frame and ties at my waist, which enables me to ride dry in the hardest rain, and makes the Victor a perfect business machine.*

*Very truly yours, Dr. E. B. Dudley.*

*P. S.—I would use the ribbon steering if I had to put on new ribbons every morning, and if I could not ride a Victor I would walk.*



## SAFETY, SPEED, AND COMFORT.

The celebrated **FACILE** has been amply proved by experience in both England and America to be the **Perfection of Roadsters**, being Safe, Swift, Comfortable, and Incomparable as a Hill-climber. Its best record in 1883 was 242½ miles in 21½ hours. Its latest performance, May 17-24, 1884, was across England from south to north, 924 miles, inside of 7 days, averaging 132 miles a day, and closing with a run of 190 miles on the last day. This is **three days ahead** of the best record, and **beats the world**.

The Facile is neither "Boy's Machine" nor toy. It claims and holds no second place, but in **EVERY material respect is SUPERIOR to any Bicycle made.**

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by Nature.  
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 John Wilkinson Co., 68 Wabash Ave., Chicago.  
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 Louis.  
 Sam'l T. Clark & Co., 4 Hanover St., Baltimore.  
 R. V. R. Schnyler, 17 Barclay Street, New York.  
 Geo. R. Bidwell, 4 East 60th St., New York.

J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday  
 morning, and addressed to Editor BICYCLING WORLD,  
 8 Pemberton Square, Boston, Mass.

BOSTON, 10 OCTOBER, 1884.

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## THE STAR WINS.

THE victory of the Star, as a distinct type of machine, in the road race last Saturday, is of more than ordinary importance. Hitherto the Star has not been noted for its road performances, and some have doubted its merit for long distance riding. Mr. Weber, who is a young man of light build, was in as good condition as any of the other contestants, and expressed himself as feeling well. His

legs, he says, were not tired, his only point of weakness being his stomach. As he did not eat anything during the ride, this is not surprising. We do not think that the cause of Weber's success was the Star, but wish to call attention to the fact that he was not defeated on account of his mount. As we have frequently asserted, we share none of the prejudice that exists against the Star bicycle on account of its peculiarities, and are pleased that it has asserted its ability to cope successfully with the more ordinary kind of two-wheelers. The field for all classes of machines at present on the market is sufficiently large for all of them, and there is no need of bolstering one at the expense of another. Last year Midgely, on an ordinary machine, secured first prize; this year the Star takes the lead, and next year it is not at all unlikely that the ordinary, or some such machine as the Kangaroo, may succeed.

THE announcement that the Overman Wheel Company will place on the market, next spring, a bicycle, will be read with interest. We are naturally, and for reasons which are obvious, gratified at the prospect of the introduction of another high cost American machine. Increased competition will be of great value to the sport, and tend to the reduction in the cost to consumers. Of the proposed machine we have nothing to say. The brief specifications sent us would indicate a machine of the popular pattern, and there is no reason why it should not be A I in every respect. We await the appearance of the Victor bicycle with interest.

CENTURY runs are becoming very common, and are within the reach of almost any rider. We shall soon have to follow in the lead of the English papers, and refuse to make note of anything less than one hundred and fifty miles.

THE idea that one must get upon as large a wheel as possible, is fast dying out, and the performances of the little wheels like the Facile and Kangaroo are drawing attention to these machines. A small wheel well geared up seems to be the coming favorite both in bicycles and tricycles. The old objection that you are down where the dogs can reach you, is balanced by the fact that you can more easily kick the canine.

THE proprietors have to thank their contemporaries and correspondents for many good wishes. We would like to thank our well-wishers singly, but the kind words have been coming thick and fast, and we feel overwhelmed. If we can merit one half the praise we have received, we shall be content.

IN the multitude of counsellors there is wisdom, and it always gives us much pleasure to pass on "wrinkles" discovered by ingenious minds, for the good of all. Many riders have found that the leather of long-distance saddles, after stretching by continued use, eventually lets the rider down on the hard iron of the saddle frame. To remedy this, cut a strip about one and a half inches wide, out of the saddle crossways, and after punching holes in both sides of the cut, lace the whole together again with a bootlace. This has been tried with good success by a well-known 'cyclist.

"THE Veteran" gives us a tip this week. He tells us that when he is tricycling on the road with his wife, and they come to a hill which she cannot get up unassisted, he dismounts, turns his machine over and leads it up hill by taking hold of the head with one hand while he pushes her along with the other. Great head, Veteran.

THE eccentricities of humanity are innumerable. And now comes a 'cyclist who reads the record of his work by the fringes on the tires of his wheel. He resents the idea that these point to the need for new rubbers, and points with pride to this gash got upon a stony road, down East, and that tear made by a sharp stone which he saw but could not avoid, while coasting Milton Hill. He claims that these fringes show that he has not spared his machine, but has ridden at all seasons of the year over all sorts of roads. It is well to keep a record.

IT was really too bad that Springfield did not give us one long race during the forenoon of one of the tournament days. We dislike to see the old records standing on the books, and such a race on such a track would have given us a clean sheet to carry over. We are glad they did not put one on the afternoon programme.

THE day of long races for tournaments

has gone by in America. They are dull and uninteresting. The Columbia cup race at the Boston tournament was voted a bore by all present, and we regret that the donors of the cup did not reduce the distance. England finds pleasure still in 25, 50 and 100-mile track races, but then England can endure cricket. America turns to base ball. Cricket is too slow.

THE two-speed gear fever seems to be dying out. Old riders are content to get two speeds out of their legs and to walk any hill that cannot be mounted with the gearing used. If one could have a two-speed gear without extra weight and complications it might be well to have it applied. But he can't. Gearing up is coming in, and riders find that they get up a hill with about as little difficulty on the high gear as on a low one. After crawling up a hill at slow speed with a low gear, one is as much exhausted as he would have been had he rushed the hill with his high gear, put on a little more steam, and got to the top in less time.

THE refusal of the Boston and Albany Railroad Company to carry tricycles, presents a case of great moment. It is a serious matter if tricyclists are to be refused the benefit of the company's facilities. We doubt, seriously, whether the company has any right to refuse to transport a tricycle. At any rate some steps should be taken to settle the matter at once. The League would do well to move in the premises.

OUR attention has several times of late been called to a form of accident male tricycles are not liable to, while our lady 'cyclists are liable to be brought up with a sharp turn by their dresses being wound up by the driving cogs of their tricycles. We have heard of one or two serious accidents occurring from this cause on the other side of the water. Not only the extreme danger of such an accident, but the costly destruction of wearing apparel, suggests the necessity of more carefully constructed dress guards. If tricycling among the fair sex is to increase, the possibility of such a catastrophe must be removed.

THE management of the C. T. C. is being hauled over the coals in nearly all the English 'cycling papers, by some

one signing himself "Anti-Humbag." This is the way the matter is treated: "This gross irregularity vitiated the whole of the proceedings; but the club sails on setting council against council, and councillor against councillor, in majestic indifference to its own entanglements, and with face resolutely turned from the objects for which it was founded, namely, to promote, assist, and protect touring by bicycle and tricycle among amateurs in every possible manner," though if any one wants badges or pins, watch charms, or note paper, etc., he can have them in any quantity he wishes, by sending post-office order to the servant who is secretary of the club, and by adding a fee of 3d per article, the goods can be registered."

THE bicycle business is really looking up. We bid fair to have two new machines of American manufacture on the market next season. The Overman Wheel Company promise us a first-class machine of light weight, and Mr. Warwick has organized a company for making wheels. The more the merrier. Now if we can get the tariff off the raw materials, we shall do well.

#### War in Missouri.

A PARTY of seven wheelmen returning from Creve Cœur Lake, Sunday, made their tour riotous from one end to the other, frightening horses to the peril of life and limb, and taking possession of roads and houses on the way. At Central, on the Olive-street road, they bowled past Peter Schrepper, who was driving home with his wife and son from church. One of the animals he was driving became unmanageable, and doubtless would have torn things to pieces, had it not been that the young man jumped out and quickly loosened the traces as the wheelmen sped by like a flash on their bicycles. Some words passed between the farmer and the riders, when they turned about and gave him a serious beating; his son also having been severely injured by them. The farmers out there are very indignant over the outrage, and propose organizing a club for mutual protection, with the avowed purpose of demolishing every bicycle they can get hold of on the highways in that locality.

*Editor Bicycling World:*—The above piece appeared in the St. Louis *Globe-Democrat* last week. The facts of the case are as follows: Four ramblers went to Creve Cœur Lake to see the boat race between Gaudaur and Hosmer. On the way out they met a stout young farmer, with his father, mother, and wife, in a double wagon. As the wheelmen passed one of the horses shied, and the farmer, becoming enraged, made a cut with his whip at the leading man, and failing to hit him, ran his team at the rear man, knocking Mr. P. W. Stone off his wheel, running over the wheel and seriously damaging it. The other men turned back at this, and two of them caught the horses by the head, while, after a few hot words, the genial "Eph" jumped on the step, and, without more ceremony, pulled the lot from the wagon and pro-

ceeded to administer one of the soundest thrashings it was ever the luck of "highway hog" to receive. By this time a number of farmers and countrymen had gathered, and there was some talk of beating the wheelmen. None of them, however, ventured to interfere with "Eph" in his pleasant occupation, and, after straightening Mr. Stone's wheel, the 'cyclists mounted and left the scene, after warning those present that "similar causes produced similar effects."

This is only one of a number of similar attempts on the part of countrymen to monopolize the whole road, but the action taken in this case has had such a wholesome effect that it is safe to say but few others will occur. A laughable incident occurred in the middle of the trouble. A stout farmer dashed furiously up on horseback, jumped off and pulled off his coat, when he suddenly found himself confronted by a 'cyclist, who coolly demanded what he could do for him. After eying his interrogator for a moment, his heat suddenly subsided, and muttering something about seeing fair play, he retreated into the crowd, amid the laughter of the by-standers. The *Globe-Democrat's* article has a foundation in fact, but the reporter was not content with the truth, but embellished it, after ideas of his own. No fears are entertained of any action on the part of the farmers, as, with the exception of that class who think the world was made for their benefit, they are well disposed towards us. w.

#### Belva Declines.

MISS BELVA LOCKWOOD has written the following letter:—

WASHINGTON, 24 Sept., 1884.

Messrs. C. M. BELTZ, *president*, and CHARLES M. CLARKE, *secretary*, et al.:

I am in receipt of your invitation to be present at the races of the Keystone Bicycle Club, Saturday, 27 September, 1884, and sincerely regret my inability to be in attendance, but the pressure of my professional engagements and the greater pressure of my presidential campaign so much absorbs my time and thought that I find it impossible to comply.

I have ridden a bicycle for three years almost daily, for business and pleasure, and believe that bicycles and tricycles are healthful, graceful, pleasant, labor-saving, time-saving, and one of the advanced features of the day.

The saddle horse will soon be known no more, except for climbing mountains and fording streams.

Wishing you, gentlemen of the Keystone Bicycle Club, much success and great pleasure, I remain,

Yours on wheels,

BELVA A. LOCKWOOD.

619 F street, N. W.

Can it be that the lady does not know the difference between a bicycle and tricycle? That thing you have been riding is a tricycle, Belva.

# THE "CLUB" RACER BICYCLE.

The **LIGHTEST**, **STRONGEST** and **MOST RIGID**  
Racing Machine in the World.

*Eighteen Prizes won by H. W. Gaskell on the*

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*At the Springfield and Boston Meetings.*

**RECORDS BEATEN FOR 2 AND 5 MILES.**

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# RUDGE,

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1-2 mile.....	1.18 1-5.....	S. Sellers.
1 " .....	2.39 .....	S. Sellers.
4 " .....	11.55 2-5.....	L. B. Hamilton.
6 " .....	18.50 .....	L. B. Hamilton.
7 " .....	21.57 .....	L. B. Hamilton.
8 " .....	24.25 .....	John Brooks.
9 " .....	28.06 2-5.....	John Brooks.
10 " .....	31.04 .....	S. Sellers.

## PROFESSIONAL.

Miles.	M. S.	Names.
1-2 mile.....	1.21 .....	R. Howell.
2 " .....	5.45 3-5.....	R. Howell.
3 " .....	8.36 2-5.....	R. Howell.
4 " .....	12.11 3-5.....	R. Howell.
5 " .....	15.02 2-5.....	R. Howell.
6 " .....	18.24 4-5.....	R. Howell.
7 " .....	21.17 2-5.....	W. M. Woodside.
8 " .....	24.21 3-5.....	W. M. Woodside.
9 " .....	27.21 3-5.....	W. M. Woodside.
10 " .....	30.07 1-5.....	R. Howell.

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**SELLERS AT HARTFORD, CONN., SEPT. 9, 1884,**

Rode a mile in **2 MIN. 39 SEC.**, beating the World's record.

The following noted flyers also ride the **RUDGE RACER**:—

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S. SELLERS,  
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JOHN BROOKS,

ASA DOLPH,  
LEWIS HAMILTON,  
F. WESTERVELT,  
C. H. PARSONS,  
W. M. WOODSIDE,

G. M. HENDREE,  
E. F. TRACY,  
WM. MAXWELL,  
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## AMERICAN RUDGE,

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Hollow Forks and Backbone.

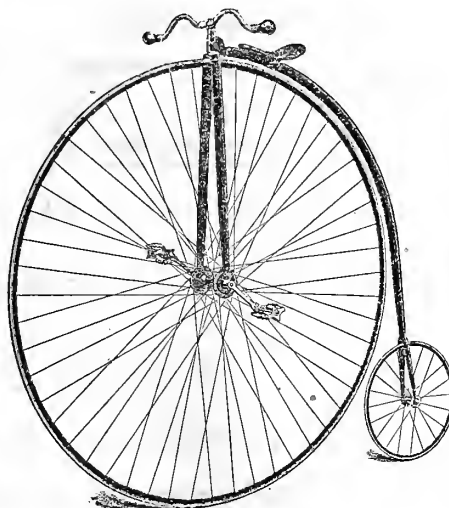
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Curved Handle-Bars.

Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



## RUDGE RACER.

One Mile Record of the World,

**2 Min., 39 Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

Price, 50-in., Enamelled and Nickelled, \$140.



## RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.

The first Bicycle ever ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, **BALL PEDALS**.

Weight, 36 pounds.

Price, 50-in., Enamelled & Nickelled, \$140.

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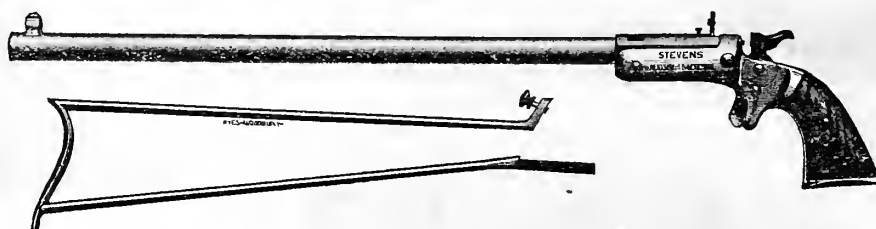
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22 AND 32 CALIBER.



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10-INCH BARREL . . . . .	\$12.25	15-INCH BARREL . . . . .	\$15.00
12 " " . . . . .	13.25	18 " " . . . . .	16.50

WITH FINE LEATHER CASE, so Rifle can be slung across the back, extra, \$1.50.



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**LEAGUE OF AMERICAN WHEELMEN.**

OFFICE OF THE VICE-PRESIDENT, W. H. MILLER,  
P. O. Box 245.

COLUMBUS, OHIO, Feb. 12, 1884.

I think that the STEVENS RIFLE is an A 1 SHOOTING ARM. Made some REMARKABLE LONG shots with it at Nantasket Beach last fall. Will send some of my targets as soon as I get in practice.

Yours truly,

W. H. MILLER.

## READ WHAT A BICYCLE RIDER SAYS OF THEM.

(He had a Rifle and Shot Barrel fitted to one frame.)

I found your little gun a VERY PRETTY and ACCURATE WEAPON, and did some pleasant shooting with it in Dakota. I used the rifle barrel 22 caliber almost exclusively, and was VERY MUCH PLEASED WITH ITS EXECUTION. Shall take pleasure in commending it to my friends.

Yours truly,

JOHN F. KYES,  
Of KYES & WOODBURY, Worcester, Mass.

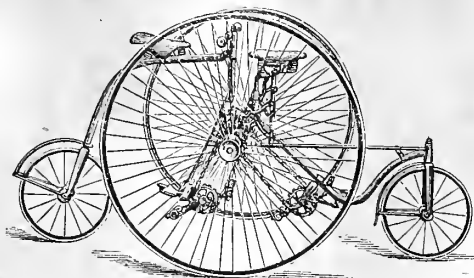
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## MANUFACTURE.



## The Club Tandem.

MADE BY THE COVENTRY MACHINISTS' COMPANY, COVENTRY, ENGLAND, AND SOLD BY S. T. CLARK & CO., BALTIMORE, MD.

THERE exists, in the minds of many 'cyclists, a prejudice against tandems, which is unaccountable in its intensity. For example, the Nemo Wheeling Club does violence to its name by refusing to admit tandems to its ranks. But of course its members are entitled to do as they please, and if they prefer to ride side by side, they have a perfect right to do so, though we think they are governed largely by their limited knowledge of tandems, and were led to their decision by the tandems they have seen on the road. We must admit that many of them are so arranged that the riders are brought into unpleasant proximity to each other. However, there are tandems made and sold, and many prefer them to the more cumbersome sociable. There is also a well-founded objection to convertibles. To combine in one machine the merits of both a single and double has been the aim of more than one manufacturer, but the complete form in either has been seldom attained. There has been recently exhibited in this country a machine which seems to combine more good points than almost any we have hitherto examined, and it is with pleasure that we call the attention of our readers to the Club Convertible Tandem. If there is any merit in a tandem this machine seems to contain it. If there is a convertible which is simple, practicable and useful, this machine seems to possess it. We are naturally conservative, but are unusually pleased with this latest introduction of the Coventry Machinists' Company. The general outline of the tandem will be readily seen by the above cut, while its taking appearance at once commends it to favorable attention. It consists of a single tricycle of the front-steering, central-gear pattern, and in its single form is nothing more nor less than an Imperial Club, such as was ridden by Nixon in his recent splendid performance from London to Edinburgh. Attached to this by a single hinge-joint, held in place by a couple of bolts, is the head handle-bar and backbone of a Humber tricycle, with the usual paraphernalia of pedals, cranks, and chain. This is a brief outline of

the machine, but let us examine it in detail. It has two 44-inch (or 45-inch, if preferred) drivers, with wide hubs and crescent rims, though hollow rims will be fitted at an increased cost, a large number of direct, butt-ended spokes, and  $\frac{7}{8}$ -inch rubbers. The two small wheels are eighteen inches in diameter, with  $\frac{3}{4}$ -inch rubbers. The front or steering wheel is placed well in front, giving the long wheel base, so conducive to steadiness of running and effectual steering. The axle is fitted with Starley's balance gear of the Humber pattern, which is very small and neat, and is placed on the left-hand side near the wheel. The centre of the axle is depended from the frame by a strong bracket or fork, in which and fastened to the sleeve axle, are the two upper driving cogs. This bracket is attached to the front bone, which is a piece of weldless steel tubing dropped down and curved gracefully over the small front wheel. At one end of this tube, and running parallel with the axle, is another piece of tubing, extending well out toward the wheels, at each end of which is attached a bracket for the hand hold and steering handle, which are adjustable. The steering itself is effected by the ordinary rack and pinion, though in the double form the rear rider can aid somewhat in it by means of the bicycle handle-bar. The front forks are semi-hollow, and the head of the socket pattern. About the middle of the front bone or tube is hung in a bracket or fork, a pair of club bearings, through which passes a shaft or short axle. In the middle of this axle is fastened the lower chain cog, and at either end an ordinary bicycle crank. The hanger or bracket is so arranged that by loosening a nut, it can, by means of a thumb-screw, be shifted backwards or forwards sufficiently to obtain the desired tension of the endless chain which connects the lower and upper driving cogs. The rear portion of the machine is similar to the ordinary bicycle backbone with semi-hollow back forks. A stout tube, at the top of which is attached a bicycle pattern Stanley head, continues vertically until opposite the axle of the front portion of the machine, where it commences to slope backward at an angle of about thirty degrees. At the end is a bracket holding as in the front part of the machine a

pair of bearings, a cog wheel, and the pedal cranks. At the top of the vertical tube is fitted a bicycle handle. On the backbone is placed a club rubber suspension spring. This back part is attached to the front machine, in the following manner: On the vertical tube, just before it slopes backward, is a strong fork or bracket which just slips inside the similar one on the front machine. A bolt on each side fastens the two together securely, but not so tight as to hold the two perfectly rigid. Sufficient fore-and-aft swing is allowed to compensate for any unevenness in the road. If, for instance, in going over a gully the two parts were held perfectly rigid as the front sank into the gully, something would break unless this joint were allowed the swing it does. To attach this part, all that is necessary is to screw up the bolts and set nut, and fasten by a bolt and nut the breach made in the rear driving chain. The machine is fitted with suspension saddles, a dress guard to the front part for ladies, and a tilt rod for the machine when used as a single. The front part has an adjustable seat rod, fitted with the club triple-coil spring. The pedals are the ordinary rubber bicycle pedals, and the machine is geared as a rule to fifty inches.

The bearings are balls all around, except at pedals, where cones are used. A lever hand brake is used, and the single machine is fitted with a foot rest.

It is finished in plain black enamel, and will cost about \$250. As a double, the tandem will weigh about one hundred and ten pounds, though it can be built lighter, the one exhibited here weighing only ninety pounds. The workmanship of the Coventry Machinists' Company, is A1.

Several of these machines have already been ordered for this country by well-known riders, and the general verdict of those competent to judge is extremely favorable to it.

## One-Hundred-Mile Road Race.

THE second annual one-hundred-mile road race promoted by the Boston Bicycle Club, was carried out on Saturday, 4 October. The race was in every way a success, and though some portions of the route were not as well marked as would have been desirable, we believe no one was seriously inconvenienced. Nearly all the contestants were on hand for tea at Bailey's Hotel in South Natick, on Friday, and spent the evening pleasantly. Pitman, owing to the refusal of the Boston and Albany to carry his tricycle, did not arrive at the rendezvous until after midnight. Fales did not show up until shortly before the start, and Burnham arrived but a few moments before he was compelled to enter into the contest. At 6.30 A. M. the following were started in front of the hotel by a representative of the BICYCLING WORLD:—

## BICYCLISTS.

Theo. Rothe, Boston, 55-inch Rudge; J.



W. Vivian, Charlestown, 54-inch Royal Mail; Chas. J. Dettling, Milton, 51-inch Star; J. E. Wood, Beverly, 52-inch Expert; J. J. Murphy, Beverly, 50-inch Expert; L. A. Peabody, Stoughton, 56-inch Rudge; B. T. Harrington, Salem, 52-inch Rudge; H. E. Lombard, 54-inch Rudge; Geo. Weber, Smithville, N. J., 54-inch Star, and D. T. Fales, South Framingham, 52-inch Gooch.

## TRICYCLISTS.

E. P. Burnham, Newton, Victor, 51-inch gear; E. B. Dudley, Beverly, Victor, 60-inch gear; Geo. W. Wood, Beverly, Victor, 51-inch gear; and Will R. Pitman, New York, Columbia, 54-inch gear.

The riders started out well together, and at a very good pace, considering the poor condition of the roads. Pitman was compelled to jump from his machine on account of his tricycle swerving into a bad gully, and lost a little at the start. Peabody took the lead very soon and set the pace for a considerable distance. At Day street Cambridge, F. Morris, of the Boston Club, took the checks as follows, the men being well bunched: Weber, Dettling, Peabody, Vivian, and Harrington, 7.32; Fales, 7.35; J. E. Wood, 7.37½; Lombard, 7.41; Burnham (tricycle) 7.43; Pitman (tricycle) 7.44; Murphy, 7.51; Dudley (tricycle) 7.51½; G. W. Wood (tricycle) 7.59. At this point the leaders were six minutes ahead of the record. At Lynn Common, Mr. Bassett, of the WORLD, took the checks. Distance, 25½ miles; Peabody, Harrington, Dettling, and Webber, 8.24, or four minutes ahead of the record; Fales, Rothe, and J. F. Wood, 8.30; Lombard, 8.45; Burnham (tricycle) 8.45; Murphy, 8.55; Pitman (tricycle) 8.55; Dudley (tricycle) 9.07; G. W. Wood (tricycle) 9.17. At Salem, Secretary Hodgkins and Mr. Hyams, of the Boston Club, took the checks as follows: Peabody, Harrington, and Webber, 8.57, or seven minutes ahead of the record; Dettling, 9.04; Fales, 9.05; J. E. Wood, 9.05½; Rothe, 9.09; Lombard, 9.27; Murphy 9.29; Pitman (tricycle) 9.46; Dudley (tricycle) 9.59. The check takers here made the following report:—

“Burnham arrived at this point about twenty minutes before either of the other tricycles, but as he could not finish in ten hours as he had intended, he concluded to drop out of the race and save himself for a future trial. The road in front of the Essex House was extremely dangerous, being greasy pavement. Nearly all the bicyclers were thrown from their machines at this point. No one was injured, however. Dettling reported that he had fallen and cut his leg some. How bad, we do not know. He pluckily kept on, and was as you see, but seven minutes from leader. He looked in good condition, but appeared nervous, as indeed did all the rest, with the exception of Pitman, who, perhaps, had more cause to be nervous, as he was riding over entirely strange roads, and was at this point without any one to coach him. The race attracted a great deal of attention at

Salem, crowds of people watching the men as they rode up the hill to the hotel. Mr. Gifford, of Hawthorne Bicycle Club, assisted in telling the men the way.”

At Rowley, 47¾ miles, Mr. Lowell T. Field took the checks as follows: Weber and Peabody 10.37, or fourteen minutes ahead of the record; J. E. Wood and Rothe at 10.45; Fales and Dettling, 11.01; Pitman (tricycle) 11.52; Lombard, 12.26; G. W. Wood (tricycle) 1 P. M.

Capt. L. R. Harrison took the checks at the turning point, Peabody and Weber 11 A. M., or twelve minutes ahead of the record; J. E. Wood and Rothe, 11.07; Dettling and Fales, 11.18; Pitman (tricycle), 12.13½; Lombard, 12.41; G. W. Wood (tricycle), 1.27.

Of an incident in connection with the last two check takers' journey to their respective places, the following interesting account is given:—

“As Messrs. Harrison and Field were proceeding to the turning point by express train on the Eastern road, they saw from the car windows near Ipswich the leading men pushing along at a wonderful pace. It began to look doubtful if they would reach Rowley as soon as the leaders in the race. At Ipswich they were met by a man with a fast team, and were soon flying along the road, the horse covered with lather, in an exciting race for the turning point, Capt. Harrison arriving there but a few moments before the advance guard of racing men. The first men to appear down the roadway, were Messrs. Peabody and Weber. They approached, rapidly dismounted, and took a brief rest. Soon after they started homeward, Messrs. Rothe and J. E. Wood came into sight, and after them Dettling and Fales. Pitman arrived on his tricycle at 12.13½, looking fresh and in good condition. The roads here were in good shape, the rain of the day previous, followed by a wind, making a vast improvement in their condition.”

Most of the riders stopped at Rowley for lunch, but Weber kept on, and at Beverly on the return had a lead of forty-five minutes. Most of the riders had pace makers on the return journey, but no checks were taken, except at Harvard square, Cambridge. As the times there are of no importance, we omit them. About 3.30 a large number of club members gathered at the club house to witness the finish. At 3.50 Weber appeared, smiling and fresh, having beaten the record by twenty-seven minutes, his total time being nine hours and twenty minutes. Wood was second at 4.11½; Rothe third, 4.25½; Fales fourth, 4.29½. Fales and Rothe both qualified for time medals, and so did Pitman, who arrived on his tricycle just in the nick of time. The following is a summary:—

Name.	Machine.	Times.
Geo. Weber,	Star,	9.20.00
J. E. Wood,	Expert,	9.41.30
Theo. Rothe,	Rudge,	9.55.30
D. T. Fales,	Gooch,	9.59.30
C. J. Dettling,	Star,	11.30.00
W. R. Pitman,	Columbia (tri.),	11.30.00

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

## Personal Mention.

*Editor Bicycling World:*—In the *Wheel's* report of the business meeting of the N. Y. Division, L. A. W., held at Albany, 10 September, they say:—

“The report of Treasurer H. S. Kidder was then read and referred to a committee, with instructions to expunge all personal matter from his report,” and they comment on this as follows: “The promptness with which Treasurer Kidder's report, *a la Gilman*, was set down upon, should be a lesson to future officers who allow personal opinion to blind their official course.” The facts in the case are as follows:—

Mr. L. H. Brown (our treasurer) being called to Mexico on business, I was appointed treasurer *pro tem*, and assumed the duties of the office about 12 August. Among the unfinished business left by Mr. Brown, was that to which the above items refer, and was as follows: When the Albany Bicycle Club sent in their renewals for 1884-5, there were twelve names on their list which were not on the treasurer's books as members. Upon investigation, I found that they renewed last year through the corresponding secretary, Mr. Fred. Jenkins. I also found that the League treasurer had received their half for these names. I then asked Mr. Gilman if Mr. Jenkins was in the habit of sending him the League's half and the Division treasurer their half, to which he replied, that as he remembered, it was just as it happened. The question now is, where is our half. According to the judgment of my fellow-officers and members, my report should have read about as follows (*i. e.*): I find that twelve members of the Albany Bicycle Club renewed last year through —, and that the League got their half, while the N. Y. Division have never received one cent of theirs. It looks to me as though my brother officers and members, by their action in striking out such part of my report as above referred to, have virtually said to our new officers that we want no more of this in your reports; when you find anything wrong, if you take the trouble to look it up and find where the fault is, you can say what the trouble is, but you *must not give any names*, as this would be too personal, and we shall “expunge” all such matter from your report.

It seems to me that such action is not calculated to encourage our officers to look up irregularities, or to mention them in their reports when they do find them.

I, for one, think that our officers should give us *all* the particulars (*names and all*) where they find anything wrong, and that they should be encouraged to do so, instead of being set down on.

H. S. KIDDER, *Rep.*

ELMIRA, N. Y., 30 Sept., 1884.

## Peoria, Ill.

*Editor Bicycling World.*—In your last issue one of your St. Louis correspondents makes mention of a ride of one of their members from Chicago to St. Louis, and in remarking thereon states that it is a feat that no one else in the West *could* do, except possibly the Louisville boys. The Peoria Club has not been heard from in the wheeling press for a long time, but this is certainly enough to stir us up to the point of saying something. While our club has been silent, it has been by no means inactive. Although the year began most inauspiciously, no previous season has seen so much interest in the sport or so many new and valuable acquisitions to the ranks. Our club had only become firmly established in their new quarters, which were undoubtedly the best in the West, when they were totally destroyed by fire, without insurance, several of the wheels belonging to members being destroyed at the same time. Thinking to regain some of the lost ground, and to raise money to refit rooms, and encouraged by our friends, we gave a large ball and supper, to which a large number of invitations were sent out. The result was an assessment of \$7.65, — a sum suggestive of the police court, by-the-by, — and its effect was not particularly encouraging, when following the loss of club rooms, furniture, and so many wheels. The loss was made good, however, and the club has continued a power in the land ever since, as is shown by the fact that we expect to have a candidate for the office of, and to elect an alderman in the next city council.

To revert to the St. Louis correspondent, however, who has evidently convinced himself that all the tough riders of the West are located at St. Louis, and who believes the wheelmen in the outlying districts — Chicago, for instance — are new at the art, and never pass beyond the limits of asphalt, I will say that I hardly believe him justified in his conclusions. When last at Chicago it was casually mentioned that a couple of their boys had been to Cincinnati and beyond for recreation. The distance is certainly as great and the roads in Indiana with equal certainty not as good as in Illinois. It would certainly seem that if a rider could ride from Chicago to Cincinnati, that he might also ride to St. Louis, and possibly astonish some of the St. Louis "toughs," as they call themselves.

There are, however, riders in the West outside of Chicago and St. Louis. The Chicago tours show this, and Peoria can boast of having been represented on both occasions. Our members have all spring, summer, and fall been exploring the country within fifty to one hundred miles of Peoria, and the job has been well done, until hardly a town or hamlet within a day's ride has been unvisited and unenthused. Only yesterday three of our men wheeled off to Brimfield, Elmwood, and back to Peoria by another road, covering sixty-five miles, every foot of which was

new road. This was so common an occurrence that no mention has been made of it, and the writer learned of it only casually. Two of our Facilitists recently pedaled to Mattoon, a distance of ninety miles; and Galesburg, fifty-three miles, has been visited several times. Henry, forty miles straight up the river, though sand without bottom and hills without end, and we might say almost without tops, was the objective point of a club run, attended by seven members. We might cite dozens of similar instances, but these are sufficient to show that the Peoria wheelman is no spring chicken, though he *has* been known to devour that palatable bird. As to hills — why, we live on them. A large percentage of our members live up in the bluffs, and several times a day ride up and down. One of our hills no mortal man has ever ridden, and no man will ever ride. We invite all St. Louis and Harry Corey to come and tackle it. We have no long "made" roads, and the longest spin over "sand-papery" roads is but about six miles. Beyond this limit we have the regulation Illinois black dirt roads, except in the river valley, where we have sand with a capital S. Therefore, a ride of fifty or sixty miles on our roads is equal to double that distance on a "made" road of any kind. The writer has sampled the roads in several favored localities elsewhere and knows whereof he speaks.

All these being facts, we naturally resent the implication that we could not ride from Chicago to St. Louis, were we so inclined. We don't want to, "but we could if we would."

Our club is planning new headquarters as soon as the political excitement dies out, and it is probable when cold weather sets in we will resume our old round of receptions, dances, etc., and the Peoria Bicycle Club will become a power in social as well as in political and other circles.

As a final knockdown for the St. Louis toughs, we might inquire whether Will Rose, whose trip from Danville, Ill., to the Rocky Mountains, where he was stopped by snow, could cover the two hundred and eighty-one miles from Chicago to St. Louis. Also, how about the Wisconsin wheelmen who rode from that State to Springfield, Ill., and whose trip was described in one of the first issues of the *Wheelman*? — C. E. Duryea, of Wyoming, Ill., of saddle fame. Why, the woods in Illinois are full of hard riders. Galesburg has a club of young riders, — scarcely a voter in the lot, — and they think nothing of a ride of fifty to eighty miles, and this is equivalent to double the distance over "made" roads, remember.

The St. Louis boys are evidently hard riders, and deserve credit for it, but they are not the only long-distance men in the West.

H. G. ROUSE.

We have several articles contributed to the Novice's Column, in the prize competition, which will soon be published.

## CURRENTE CALAMO

IF the editor of the Official Gazette will look up the record he will find that Boston is ahead and not behind on the Columbia Cup record.

THE regulations for bicyclers in Fairmount Park, Philadelphia, forbid riding in groups of more than two abreast.

H. B. HART, of Philadelphia, recently suffered a loss of \$145 by a till tapper, who walked quietly into his store and as quietly departed with the cash drawer.

At the meeting of the board of officers in Philadelphia, the president was instructed to appoint a committee of five to consider the legality and advisability of removing the disqualification now attached to Fred Jenkins, and to report at their earliest convenience for a mail vote.

THE Baltimore Club is putting \$10,000 into a new club house, which bids fair to rival those of the Citizens and Massachusetts.

M. W. BRINKMAN, of Philadelphia, has just made a long-distance record of one hundred and forty-four miles in twenty-four hours.

MESSRS. GUMP BROS., Dayton, Ohio, offer at auction thirty new and second-hand bicycles of all sizes. Any one wishing a bicycle should not miss the opportunity now offered, as bids can be made by mail.

THE following note from the Overman Wheel Company hails the advent of a new bicycle: "The Victor bicycle at which we have been grinding for three or four years, is now being made in our works, and will be on the market in full dress 1 March. It will be made throughout by interchangeable machinery, and be in every way as good a bicycle as can be found in all England. We do not propose to save one cent in its making. We do propose that the advent of the Victor bicycle shall mark a new era in the bicycle business in the United States. This in more ways than one. In a general way the machine will contain Bown's ball bearings to both wheels and pedals, Warwick hollow rims, tangent spokes and compressed tires, and be finished in Harrington's enamel and nickel. Later on we will give you a bill of particulars as to all details."

THE Chicago *Mirror of Sports* should put a check on its correspondents, "Wallace" and "Francis." The paper runs a good bicycling column, but the statements made and conclusions drawn by these correspondents are neither truthful nor wise, and discredit the journal.

THE League of Chicago Wheelmen has disbanded and turned over the money in its treasury to the State Division, L. A. W. (\$16.50).

W. W. STALL and George Weber made the circuit of the reservoir on a Club Tandem in 3m. 43s. last Sunday. The last quarter was made in 39½s.

THEO. ROTHE, of the Boston Club, made a century run 27 September, covering 108 miles. Full time 13h. 20m.; riding time 11m. 57m.

THE races held at the championship meeting of the N. A. A. A. were not held under League rules, and those who entered them will be disqualified by the Racing Board. Chairman Gideon telegraphed Mr. Jenkins and asked him to notify the contestants of their danger, but he refused to do so.

THE English tricycle road record for twenty-four hours, has gone up by the following steps: 154 miles, Rev. Mr. Sims; 168 miles, Mr. Elton; 191 miles, Mr. Hawkins; 200 miles, Mr. Gossett; 218½ miles, Mr. Marriott; 222 miles, Mr. A. Bird; 230¾ miles, W. F. Sutton.

THE English wheel papers have moved Hartford to New York State, and have credited Sellers with winning the championship of New York in 2m. 39s.

A. J. WILSON and Geo. Smith have reduced the tandem tricycle record to 3m. 6s for one mile. The trial took place on the Alexandra Park track, 20 September.

A GREAT many tricycles have been finding their way to Chelsea the past month, and our sister city has now a very large number of three-wheel riders of both sexes.

THE Ixion Club, of New York, will give an invitation exhibition next month, when they will display a very fine collection of engravings and water colors.

SOME one asks us why Gaskell was like Capt. Williams, of New York. Pooh! that's an easy one. He's made a good record with the club.

MANY of the badges worn by officials at races go to lady friends to be worked into crazy quilts.

MR. GEORGE D. GIDEON has been appointed agent for the Stevens' Bicycle Rifle, a very handy article for vacation and touring trips. A fine leather case is supplied with the rifle, and it can be swung across the back, and so easily transported. We commend the advertisement of Mr. Gideon, in another column, to the attention of our readers.

MR. C. C. CURRIER, of the Maverick Wheel Club, East Boston, while riding through Malden on his wheel, about ten P. M., Wednesday, 1 October, had the misfortune to take a bad header from his machine, which resulted in a broken arm and fractured wrist.

WE have just received an invoice of Miss F. J. Erskine's little book, "Tricycling for Ladies," and we have found it very interesting as well as instructive reading. Miss Erskine is one of the most enthusiastic of the lady riders of Albion, and she has put into this little volume the fruit of her experience and observation. She treats of the points, peculiarities and principles of the machine, gives a chapter to accessories, another to the care of the machine, devotes much space to dress, gives hints

on riding, touring, etc. The book shows good powers of condensation on the part of the writer, and there is little that is superfluous. Sent by mail for twenty-five cents.

No sooner does Sellers on this side of the water take away Cortis's great one-mile record than English on the other side takes all the rest.

THE 2.39 machines are now on exhibition. Stoddard, Lovering & Co. have placed Howell's and Sellers' machines on exhibition in their warerooms, and Wm. Read & Son display Prince's racer in the window.

THE Boston bicycle clubs will soon be asked to cooperate with the management of the Union Athletic Grounds, to the end of getting up a grand tournament next year. The proprietors will furnish a track if the clubs will take hold with a will and push matters.

MR. DUCKER says he is done with tournaments. He may think so now, but wait till he cools off.

IF League officials would read the 'cycling papers they would be better posted. A great many of them have not yet found out that races need no sanction.

THE *Wheel* suggests that the work of handicapping be done by individuals in different sections of the country. The matter has been before the racing board for many weeks.

HENDEE has signified his willingness to make an attempt to beat the record of 2.39 for one mile, at the celebration of the Grand Army post of Springfield, which will be held in that city 16 and 17 October.

MARRIED, at Baltimore, 1st inst., by Rev. W. U. Murkland, Mr. Charles P. Shillaber, of the Massachusetts Bicycle Club, to Miss Helen Camerden, daughter of Frederick Camerden, of Baltimore. Congratulations.

COMING: The marriage of Will R. Pitman, of New York, and Miss Hattie Knowlton, of Boston.

LIEUT. MORRIS, of the Boston Club, has placed his order for a club tandem.

THE headquarters of the Duryea saddle is now at New York, with the New York Toy Company. See address in advertisement.

BUFFALO covets the League meet. Well, buffalo meat is good.

MISS ERSKINE tells the ladies never to go riding without cash. Good advice. They may meet a wheelman who wants to borrow because his money is in his other pants.

BOTH the 'Cyclist and *Wheeling* had special cablegrams, giving full accounts of the Springfield races.

MESSRS. BULL and Haynes, of Buffalo, N. Y., have purchased the American saddle, and will push it for all that it is worth.

JACK KEEN has made a marine bicycle which he hopes to introduce over there.

OVERHEARD: First crack, "Is the course coarse?" Second, "No, not coarse, but fine, of course."

THE following inscription was put on the headstone at the grove of an Australian 'cyclist: "The bell has rung for his last lap."

THE racing season is going, and now look for the first bang of the drum announcing the festive season.

ALL 'cyclists are not men of mark, but those who go over the handles certainly are.

A WORD in your ear, reader: Haven't you forgot to renew your subscription to the *WORLD*. We have a very long list which tells us that readers have bad memories. Look it up.

*Puck* suggests that the upper ten keep sociables instead of carriages. No eloping with the coachman, then.

## RACING NEWS

PITTSBURG, PENN., 27 September. — Races of the Keystone Bicycle Club: Half-mile, two in three, final, Geo. E. McCoy (1), 1m. 37s.; George Grundy (2). Half-mile, boys, E. S. Porter (1), 1m. 47½s.; John J. Daur (2). One-mile, M. C. Cay (1), 3m. 20s.; George Grundy (2). Half-mile, club, Paul Johnston (1), 1m. 22½s.; Geo. A. Lyon (2). Two miles, M. C. Cay (1), 6m. 52s.; George Grundy (2). Five miles, Frank A. Iddings (1), 17m. 58s.; M. C. Cay (2). Fancy riding, P. N. French (1); Frank McGill (2). Slow race, John W. Pears (1). Half-mile, without hands, P. N. French (1), 2m. 3s.

LAWRENCE, MASS., 27 September. — Annual races of the Lawrence Club: Half-mile, two in three, Wm. A. Rowe (1); W. B. Segur (2). Time, 1m. 35s.; 1m. 33s. One-mile, two in three, F. M. Ingalls (1); C. E. Whiting (2). Time, 3m. 14s.; 3m. 20s. Three miles, F. M. Ingalls (1); W. A. Rowe (2). Half-mile, run and ride, C. E. Whiting (1); A. F. Greenleaf (3). Tug of war, Salem Club (1); Lawrence Club (2).

JOHN BROOKS, of Blossburg, Pa., has turned professional, and he and Wm. Woodside are matched for an eighteen-hour race, three hours nightly for six nights. They propose visiting England in company in the spring of 1885, intending to take part in championship races and handicaps.

RED BANK, N. J. — Boys' races under the auspices of Mammouth Wheel Club. A one-mile race, under twenty years, was won by Charles Bergen; Fred Frick (2), and Frank Child (3); time, 3m. 10s. The one-half-mile heats, best two in three, under sixteen years, was won by Fred Frick; Joe Burrows (2), and Harry Wintley (3); time, 1m. 26½s. and 1m. 26s. The half-mile dash, under sixteen years, was won by Fred Frick; time, 1m. 28s.; Chas. Bergen (2), and Joe Burrows (3). The fancy riding was won by Walter Parsons.

THE Kansas City Wheelmen will hold their first annual tournament 12, 13, and 14 October, seven events, taking place on the opening day, and six on each of the following days.

HALIFAX, N. S., 27 September. — Wanderers' A. C. sports. Bicycling events. The sports were opened with a drill by the local club under command of Capt. W. M. Black. One-mile race. Entries in first heat: F. Hillis, H. Temple, W. J. Wallace. Hillis (1). Wallace (2). Entries in second heat: L. J. Fuller, H. H. Bell, A. Cogswell. Cogswell (1); H. H. Bell (2). The final heat was won after an exciting race between



Cogswell and Hillis by the latter. Time, 3m. 44s. Slow race, Guy Stayner (1). One-mile, W. H. Rennie (1), 3m. 28 5-8s.; E. G. Stayner (2), 3m. 36 1/2s.

A GRAND race meeting has been projected by the Capital Club, of Washington, on Friday, 17 October, at Athletic Park. On this occasion the club will have the assistance of the Washington 'Cycle Club, the District Wheelmen, and the Star Club. The proceeds are to go towards the payment of a new track, which is to be built of clay.

THE first annual tournament of the Illinois Division L. A. W., will be held at Rockford, Ill., 16 October. The following races will be run: One-mile bicycle race, for the State championship; two-mile bicycle race, handicap; one hundred yards, slow race; five-mile bicycle race, for the State championship; fancy riding contest; one-mile tricycle race, for the State championship; one-mile, consolation race; one-mile bicycle race, Rockford Club championship. Entries to N. H. Van Sicklen, Pullman Building, Chicago. Close 13 October.

MINNEAPOLIS, MINN.—Meet and races of the Minnesota Division L. A. W.: Two-mile, State championship, John Nickerson (1), 6m. 40s.; C. L. Sawyer (2), 6m. 43s.; Grant Bell (3), 7m. 18s. Half-mile, State championship, D. W. McCord (1), 1m. 38s.; S. A. Miller (2), 1m. 41s.; J. H. Hirst (3), 1m. 43s. Five-mile, Northwest championship, John Nicholson (1), 18m. 4s.; J. N. Snyder (2). Quarter-mile, without hands, Louis Fleckenstein (1), 50s.; D. W. McCord (2), 55s. Slow race, J. H. Hirst (1). One-mile consolation, Grant Bell (1), 3m. 34s.; Louis Fleckenstein (2), 3m. 41s.

WORCESTER, 4 October.—Sports of the Technical Institute: Half-mile bicycle race, W. N. Weston (1), 1m. 44s.

IT is proposed shortly to hold a race meeting on Franklin Park, Saugus, under the joint auspices of the two leading 'cycle clubs of Lynn.

MOTT HAVEN, 4 October.—New York A. C. games: Two-mile bicycle handicap, E. A. Hoffman, Jr., 175 yards (1), 6m. 32 2-5s.; J. W. Powers, Jr., 150 yards (2).

BROCKTON concluded to have no bicycle races this fall.

THE Omaha Wheel Club will hold a tournament 11 October, when the following races will be run: Half-mile dash, one-mile race, two-mile race, three-mile race, five-mile race, slow race, fancy riding. The tournament will open with a parade over a route fifteen miles long.

## WHEEL CLUB DOINGS

THE Cleveland Bicycle Club held its annual dinner and business meeting 1 October. The dinner, as fine an affair as was ever set in Cleveland, was at the Stillman, and while coffee was being served, Lieutenant Pugh presented W. H. Wetmore with an elegant chain and charm to go with the gold watch, which "Will" won in the State fancy riding contest during the August meet. One of the officers generously volunteered to replace the movement with a chronograph, and Mr. Wetmore thanked the club and its president in some happily timed remarks. At the business meeting, which followed immediately after the dinner, all of the old officers declined nominations, as most of them had served for several years, and the following ticket was elected. The new officers are energetic ones, and all look forward to a very successful year in the life of the club: President, F. B. Stedman; captain, H. R. Payne; corresponding secretary, C. W. Norman; first lieutenant, T. S. Beckwith; recording secretary, F. S. Borton; second lieutenant, F. P. Root; treasurer, F. W. Douglass; bugler, C. H. Potter; quartermaster, Geo. Collister; executive committee, J. H. Wade, Jr., Fred T. Sholes, J. D. Pugh, Jr., and the president, captain and corresponding secretary.

## 'CYCLISTS' TOURING CLUB

### American Division.

FRANK W. WESTON, *Chief Consul.*

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.

Illinois.—N. H. Van Sicklen, 161 Wabash avenue, Chicago.

Massachusetts.—H. W. Williams, 258 Washington street, Boston.

New Hampshire.—W. V. Gilman, R. C., Nashua.

New Jersey.—Dr. G. F. Marsden, Red Bank.

New York.—Dr. A. G. Coleman, Canandaigua.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—G. D. Gideon, 1725 No. 21st street, Philadelphia.

Rhode Island.—J. A. Cross, Valley Mills, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): Abbot Bassett, 84 Beacon street, Chelsea, Mass.; F. Beadel, 120 Front street, New York City; L. B. Coran, Weatherly, Carbon County, Pa.; M. R. Winchell, 139 Myrtle avenue, Brooklyn, N. Y.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

### Sign-Board Fund.

THE following subscriptions to the sign-board fund have been received by me:—

ABBOT BASSETT, *Treasurer.*

Frank W. Weston.....\$5.00  
BICYCLING WORLD.....5.00  
J. S. Dean.....2.00

Total.....\$12.00

## NOTES, QUERIES, ETC.

### Answers to Correspondents.

E. BOLINK.—We have on various occasions given all the information desired. You will see much that you wish in our advertising columns. There is no descriptive price list of the Centre 'cycle published that we know of. The Humber tricycle was fully described in the WORLD of 1 June, 1883, and will cost about \$185. The Rucker Tandem was described in the WORLD of 18 January, 1884. Cost of bar alone about \$60. Send to Cunningham Co. for further particulars. The Otto will cost about \$170. You will find some points about this machine by reading WORLD of 11 January, 1884. The Kangaroo was fully described in WORLD of 15 August, 1884. William Read & Sons will tell you all about the Otto. We do not publish the name of the machine on which each race was won, as we do not consider it necessary or desirable to do. You will see by the above references that we have not been neglectful of our duty.

G. C.—We will send him to you in a box.

L. H. P.—Thanks for copy sent.

NOVICE.—The machine is a good one, and very cheap at the price.

F. N.—It would be strange if they did not make improvements next year. Our manufacturers are never content to stand still.

1.—See account of road race for a long distance record on the Star.

RIDER.—We are not prepared to recommend the machine. Examine carefully yourself and take the advice of a practical rider.

FOR SALE.—American Star Bicycle, 51-inch. Used only two days and in perfect condition. Cost \$100. Will sell cheap. Address L. C. FLYNT, Monson, Mass.

BARGAINS.—A 58-inch full-nickelled Expert, in good condition, \$90; a 60-inch Rudge, light roadster, used two months, \$120. Address C. E. TITCHENER, Binghamton, N. Y.

FOR SALE.—A full-nickelled 52-inch Expert, with ball pedals, new this season, and in splendid condition; will sacrifice. For information, address P. O. BOX 85, Binghamton, N. Y.

RUDGE FOR SALE.—A 54-inch Rudge, light roadster, enamelled, ball bearings everywhere, in perfect condition, H. & T. bell, \$110. A. C. D. LOUCKS, 140 Church street, New York.

FOR SALE CHEAP.—A 52-inch American Rudge, new last spring, has bent handle-bars, and is in good order; will sell for \$85 cash. For further particulars apply to HARRY H. BROWN, Wappingers Falls, N. Y.

FOR SALE CHEAP FOR WANT OF USE.—A 40-inch Special Facile, used but little, excellent machine for night and winter riding. Address O. H. ALLERTON, JR., East End, Pittsburg, Pa.

A 50-INCH STANDARD COLUMBIA, cone bearings, half bright, and painted, been ridden 300 miles; condition as good as new; hub lamp; I ask \$60. HAROLD SWAIN, Indianapolis, Ind.

FOR SALE.—One 55 inch Royal Mail Racer; weight about twenty-five pounds; used only by Robert James in the Springfield and Boston races; comparatively as good as new; price, \$95 cash. M. D. GILLET, Springfield, Mass.

FOR SALE.—One 52-inch full-nickelled Harvard, in good order; price, \$90. ALBERT CHAPEN, Springfield, Mass.

FOR SALE.—One Victor tricycle, new this season, 1883 pattern, excellent condition; price, \$100. J. J. RAFTER, Springfield, Mass.

30 NEW AND SECOND-HAND BICYCLES at Auction.—Bids can be made by mail. For particulars enclose a stamp to GUMP BROS., Dayton, Ohio.

FOR SALE.—A Dual Convertible Sociable Tricycle; balls all around; in perfect condition; cost \$287; sold for no fault. Address DUAL, 2 East 60th Street, New York.

## Theatrical and Bicycle Suits Made to Order

From the best zephyr worsted, at \$7.50; Tights, \$3.00; Knee Pants, \$2.50; Trunks, \$1.50; Jerseys, \$4.50; Stockings, \$1.50 pair.

### From the Wilmot Double Riders.

The utmost satisfaction has been given in the costumes you have made for us, both as to excellence of material and perfection in shape. W. D. Wilmot, J. R. Pavilla.

JAMES WALDIE,

B. & A. R. R.

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## JAMES HARVEY, BICYCLE and TRICYCLE

### REPAIRER.

### PAINTING AND PLATING A SPECIALTY.

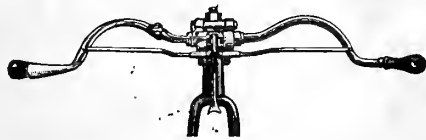
48 and 50 WINCHESTER ST.,

Near Providence Depot.

BOSTON, MASS.



## The Lillibridge Safety Handle Bar.

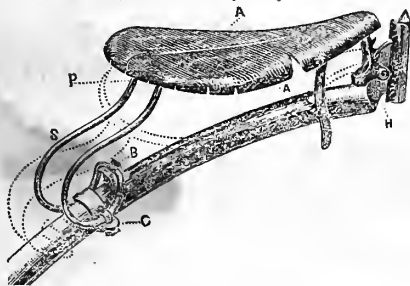


Can be attached in a moment after removing the original bar.

Will allow the rider to strike on his feet when thrown from his machine.

Is as rigid as the original bar and will not wear nor work loose. Is fully guaranteed.

**THE LILLIBRIDGE**  
Bifurcated and Universally Adjustable Saddle.



Is adjustable in height, width and tension. Positively the easiest saddle ever placed on the market.

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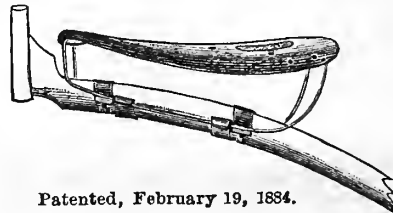
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Lamps, Carriers, Star Cyclometer, Bags, Saddles

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Used by Hendee, Sellers, Howell, Prince, Woodside, Corey, Landy, Jenkins, of Louisville, Eck, Morgan, Higham, Yates; also Miles, Armaindo, and Sylvester, and all the flyers. Can be used also on Star bicycles.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Why Suffer on the Road any Longer? Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

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THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3-4 inch Tires, Double Butted Spokes, Finished Nickelled Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

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\$125.

Every machine furnished with Handy Tool Bag, containing Oiler, Spoke Grip and Tools.

SOLE AMERICAN AGENTS FOR

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Three hundred cards or spaces for the autographs of 'cycling friends.

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Repairing, nickelling and japanning. 210 and 212 N,  
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**LAMSON'S LUGGAGE CARRIER,** the cheap-  
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May be put in pocket when not in use. By mail, seventy-  
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AGENT FOR

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The means of propulsion insure a *continuous motion without dead  
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The new *flat-seated* tires are a great improvement, and the new  
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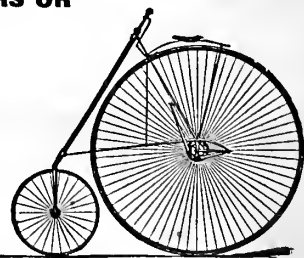
A "Reformed Crank Rider" says:—"In strength, safety, control,  
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The workmanship and entire practicability of each and every  
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Made of brown canvas, lined. Gilt buttons on the  
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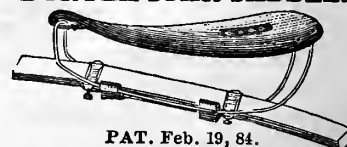
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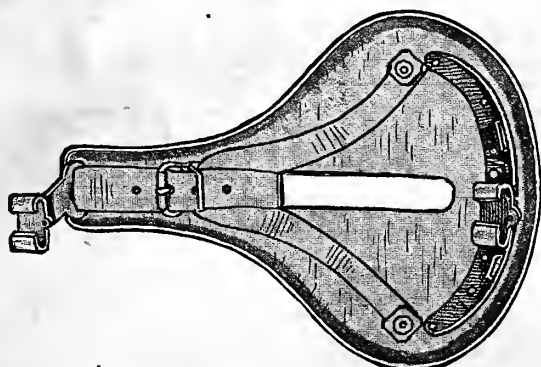
Price: japanned, \$3; nickelled, \$3.75. Address,

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PRICES: \$4.00 PLAIN and \$5.00 NICKELLED.

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# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

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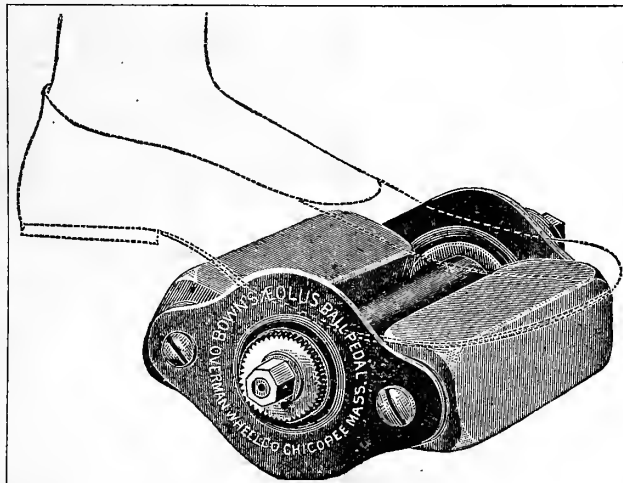
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BOSTON, 17 OCTOBER, 1884.

Volume IX.  
Number 24.

**Don't Use Square Rubbers if You Want to Slip Your Pedals.**  
YOU CAN'T ROLL A SQUARE LOG.

**BOWN'S  
ÆOLUS  
BALL PEDALS**  
FOR  
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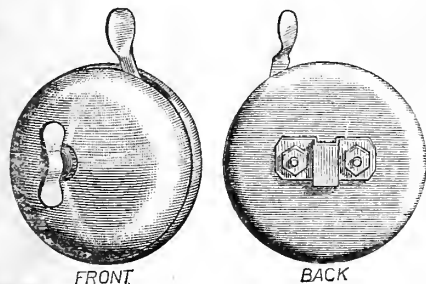
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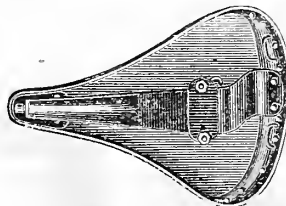
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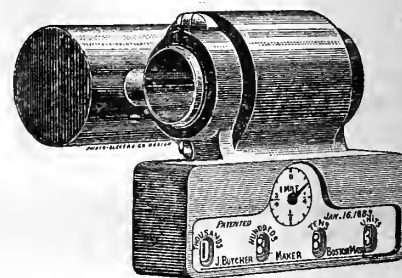
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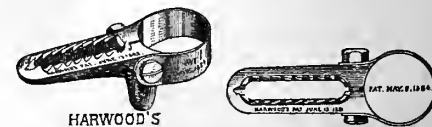


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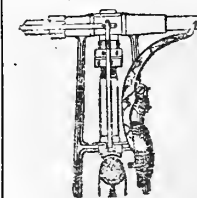
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C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 17 OCTOBER, 1884.

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### LIGHTER TRICYCLES.

THE time is rapidly approaching when our manufacturers and importers will turn their attention to next season's productions. The business has settled down to a considerable extent, so that the favorite style of mount is more easily determined than formerly. We in the past advocated a reduction of weight in bicycles, until the general demand was such that the principle machines are full

light enough for the varied classes of riders and uses to which they are put. In fact, we may well say that in the ordinary bicycle there is little room for improvement and little to be wished for or expected. In tricycles, affairs are in quite a different state, and there is a crying need for lighter machines. For a large number of light riders, and especially for ladies, machines weighing from one hundred to one hundred and ten pounds are much too heavy. A light, strong tricycle would stimulate a demand for three-wheelers and induce many to become tricyclists who at present are deterred from so doing by the fear of extreme labor. Tricycles fit for ordinary road work, with careful and light riders, can be made to weigh not a pound over eighty pounds. This will be a reduction of at least twenty pounds on the machines in common use here, but is not more than can be safely taken off. We believe the benefit to the sport demands this reduction, and can only urge upon the trade to place in the hands of their customers a machine suitable to their weight, strength, and the use they intend to make of it. As the weight is reduced, of course greater care will be necessary in manufacturing, but there are already many machines made, combining the necessary good qualities for a roadster without unnecessary weight. The trade will do well to carefully consider this matter, as we believe it will not only benefit itself, but the sport generally, by giving the light weights a fair chance. There are many light machines containing the necessary qualities of a roadster, but as yet they are not available to American riders. The weight of tricycles has ceased, to a very great extent, to be a matter of experiment.

THE visit of English, the Tynesider, to London, where he astonished the Metropolitan cracks by rushing off with the lead and keeping it from start to finish, promises to work a revolution in racing matters. There will be less waiting for the last lap, and, consequently, we may expect even the present records to be lowered. It is impossible to prophesy what the final result of 'cycle racing will be if the present slaughtering of the records goes on.

THERE is an effort being made to have James G. Lathrop appointed trainer for the students at Harvard College. The

need of an intelligent, practical, and capable man has been seriously felt at Harvard. Indeed, in our opinion, it is dangerous to allow so many men of different constitutions to indulge in competitive athletics without the care and attention of a skilful trainer. Mr. Lathrop is undeniably well qualified for the position, and we hope the faculty will appoint him. He looked after Norton and Baker (the runner last year), and their improvement and success under his care speaks volumes in his behalf. The faculty cannot do a greater service to athletics and their own college men than give them a good trainer.

SHORTLY after the one hundred-mile road race, a protest was entered against Weber on the ground that he did not cover the specified route nor pass the check-taker at Harvard square on the return journey. We think the protest was made rather hastily. Weber's failure to give up his check at Harvard square is easily accounted for by the fact that the check-taker was not at his post when Weber passed through the square, which he certainly did. Mr. Abbot of the Hawthorne Club, who rode from Salem to Boston with Weber, says they came through Day street and down Oxford street to Harvard square. Here they were met by Mr. Noyes of the Harvard Bicycle Club, who writes a statement which is convincing, that Weber rode from Cambridge over the route laid out except in a few minor instances that made no difference either in the result or distance. From the statements of both riders, we can see no reason for changing the apparent result of the race. Weber certainly won the race on its merits, and any deviations were the result of ignorance and not wilfulness. He passed by all points where check-takers should have been, and could gain nothing by going off the route between those points.

OUR contemporary, the *Wheel*, is not far wrong in its remarks anent the C. T. C., and some decided steps should be taken to secure some of the pecuniary benefits of the dues paid by the American members. There are at present about five hundred American members, contributing from one dollar to seventy-five cents each to the club, and yet not one cent of their money is retained in this country, where it is obviously



needed. We cannot, however, agree with our contemporary, that any attempt at usefulness will result in ridicule, for we know that it is the intention of the C. T. C., in carrying out its plans, as an international organization, to so conduct its affairs that its benefits will be proportionately distributed. With a representative in England, we may expect to have our rights here recognized. We hope Mr. Hillier will see to it that the American contingent, forming, as it does, about one thirty-second of the total membership, receives its fair share of the benefits.

### NOVICES' COLUMN.

[THE following article, and also "Hints to Beginners," 19 September, and "Practical Road Riding," 3 October, have been sent in for our "Novices' Column," in response to our prize offer. We have others that will follow.]

#### A Tough Tour.

I HAD spent the greater part of my vacation in learning to ride the bicycle, and was already finding much pleasure in its use. One afternoon, as I returned from a short but glorious spin, I concluded that I must have a grand rough-and-tumble, go-as-you-please tour. Time being precious, I began to prepare as soon as I reached home. My first care was to put my wheel in order. It was a 54-inch Standard Columbia, with balls to front wheel, coned pedals, and cones to rear wheel. Grasping it by the backbone, just below the saddle-spring, I shook it quickly, but gently, back and forth. A rattle greeted my ears, coming apparently from the head centres; but, to be sure, I placed one finger on the point where the lower neck cone rested in the lower head centre and shook again. This time I plainly felt too much play, so I removed the set-nut on top, and using the dust shield for a screw-driver, tightened the screw till I felt that more tightening would make it turn perceptibly hard; then replaced shield and set-nut. Next, holding by the head, I placed the other hand on the rim of wheel and shook from side to side. This revealed considerable play. Removing hand from head, I placed a finger so as to touch bearing-box and axle at the same time, and on shaking the wheel, found so much shake that I concluded the bearing-box to have been grinding on the sleeve. Loosening the catch which held the milled edge, I turned the sleeve towards the balls till only the least bit of play could be detected. Then, securing the catch, I went round and examined the other bearing. It was all right, so I held the head and shook the wheel again. Still there was some play. Since the bearings were properly adjusted, it could only be in the joints where bearing-boxes join the forks. Resting a finger on the joint and shaking

wheel showed play in one of the joints, which I quickly remedied by tightening the joint bolt. Next the pedals were tried by shaking them to and from the wheel. Finding no more play than I thought proper, I attempted to spin them. One seemed to run hard, sounded gritty, and would not revolve long. I removed it from the pin and found it dirty with gummed oil, sand, and dust. A rag and some kerosene soon cleaned it clean, after which I replaced and oiled it, and it spun all right. Then, holding the backbone in one hand, I stooped and shook the rear wheel with the other. Finding it loose, I loosened the outer nut, screwed up the milled cone, and then tightened the other nut. Then shook again and spun it. It shook very little and spun nicely, so I concluded it was good enough. Next I drew my fingers across the spokes of both wheels, which action showed the loose spokes, for by their slower vibration and greater amplitude they were easily seen. These tightened, I got some worsted and put it around the axle on each side the bearing-box to keep dust out; also, some around inner pedal cones and around rear axle. Finally, I saw that my tool-bag contained a monkey-wrench, screw-driver, spoke-grip, knife, extra pedal-pin, full oil-can, few yards of string, and bunch of waste. Then I put the wheel away and anxiously awaited the morning. Some time before daylight I arose, and dressed in flannel shirt, woollen stockings supported from the waist, high shoes with elastic sides, and strong breeches and coat of dark, unattractive cloth. A light, straw helmet, covered with dark flannel, formed my head gear, and with a couple of big handkerchiefs in my pockets I hastened downstairs, not forgetting to snatch from the work-basket a needle filled with thread. Putting this in my pocket-book, together with a few pins, I proceeded to the pantry where I secured some milk and a few slices of dried beef. Staying my stomach with these, I got my wheel and started. Being but a beginner, nearly all my attention was given to my wheel, so I am unable to give much more than an account of the accidents and incidents which befell me. Hardly had I started before a squeak from the pedal informed me that I had forgotten to oil up. This attended to, I again started. My first mishap was a fall sidewise, caused by a ridge of loose dirt. Quickly throwing one leg over the top of the wheel, I alighted on my feet, but let the wheel drop with such force that the handle was loosened, and the handle bar, crank, and pedal pin were bent. I attempted to tighten the handle by screwing it up, but the threads were torn off, so I removed the handle, wound some string around the threads on the bar, and this, with patience and attention, sufficed during the day. The handle bar was bent backward, so I rested the head on the ground, stood on the handle, and using the backbone as a lever, pushed it from me, thus straightening the handle bar. This is pretty hard

on the head, but not likely to injure anything. The crank was bent considerably, and my first thought was that I should have to remove it, lay it on a flat stone and pound it straight with another, but I feared I would deface it, so, as it did not interfere with the fork in revolving, I concluded to wait till I could get a large monkey-wrench. I straightened pedal pin by placing pedal so that bend was towards me, then placing my foot on the outer end and pulling on the rim I forced the pin to bend back to position. I also noticed that a part of the front tire was torn loose. Taking a piece of twine, I tied one end to a spoke near the rim, then passed the other end around tire and back between rim and twine, near where twine was tied to spoke. This made a sort of loop which could be drawn very tight. Drawing it tight so as to shield twine from as much wear as possible, I held it with one hand while I made a similar loop a few inches farther on, and so on till all was secure. Again I mounted and met no further accident before breakfast. My breakfast consisted as follows: cup of chocolate, bowl of oatmeal, Graham gems, soft boiled eggs, and a piece of game, — all quickly and easily digestible as well as very nourishing. As a sort of a rest after breakfast, I secured a monkey-wrench of large size, and putting it on the crank soon had it straight.

After oiling up I rolled away, and all went lovely till about the middle forenoon, when in coasting a hill with legs over, I struck a rattle with such force that I was thrown some distance ahead of the wheel, which struck heavily on one handle, and then turned a somersault. Thought I, as I walked back to the wheel, "A rattle may make the road better by running the water off, but I fail to see any advantage in its keeping wheelmen off." I found the handle bar bent again, and the backbone so bent that the wheels interfered, also so twisted that they were not in line. Leaning the wheel against a tree, I sat on the ground behind it, placed my feet against the tire of front wheel, and taking hold of rear forks, pulled till I brought the backbone into shape again. Then getting a stout stick, and placing it before one rear fork and behind the other, I twisted them till they were in line. The bar was bent back and down both this time, but I soon straightened it by standing machine on its head and pushing against forks and backbone both. By this time I noticed that I had torn my pants some on one side, but a pin soon fixed it, and I was ready for further accidents. Ere long the sun began to shine so hot that I felt it necessary to remove my coat. Having done this I folded it nicely and laid it on the saddle; then taking two pieces of string, I passed the end of one under the coat and forward inside the head, then back outside the piece of fork that forms one side of the head and over the coat, where I tied the two ends together. Then the other string the same way, ending up by laying the bundle over the front

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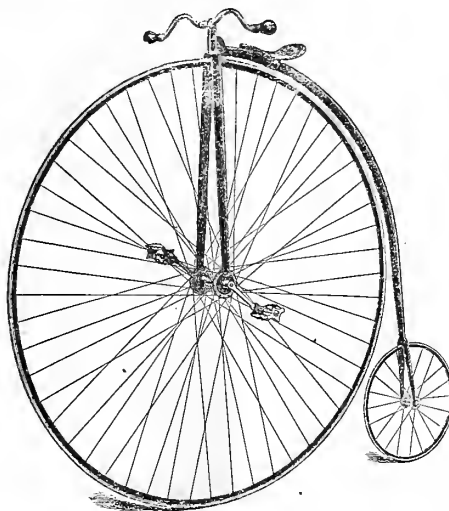


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RELIABLE AGENTS WANTED EVERYWHERE.



of the handle bar where it hung as nicely as if on a luggage-carrier. A string around it and down to the brake-spoon held it from getting back on the saddle again. At noon I indulged in a big dinner of ham, eggs, sweet potatoes, baked beans, boiled peas, and brown bread, washed down with milk and lemonade, and settled with a nap in a hammock, lasting about an hour. The road after dinner proved very sandy, so I turned the wheel round with small wheel up in the air, and pushed it along. Soon I came to where the railroad ran parallel with the wagon road, and there I tried the scheme of leading the wheel on the ridge between the rails while I walked a rail and rested an arm in the saddle. This required some attention, but the better footing and the arm rest more than repaid the attention.

At bridges I would let the wheel run on the bottom of one rail just above the spike heads, while I walked the other rail or the ties. The sand soon cut the string on the tire, and when cut in one place it all came loose, so that I retied it, and used short pieces of string at short intervals. These did much better, for when one came loose the others were not affected. Began riding on the road as soon as I could, and all went well till I dropped into a rut, and in trying to get out buckled my wheel. Two opposite points of the rim were bent one way, and two other opposite points were bent the other way. I dismounted and laid the wheel down, placing one of the downward bends on a stump, while the other was on the ground; then grasping one of the upper bends in each hand I attempted to unbuckle it by bearing down forcibly. A few futile attempts convinced me that I was not strong enough, so I turned the wheel up in the air and trundled the machine along on the little wheel. Seeing a man coming along the road towards me, I concluded to wait for him, and while waiting I used my needle and thread on the before-mentioned rent in my clothes. On his arrival I explained my trouble, and with him on one side and I on the other, we soon pulled the wheel into rideable shape, although some out of true. My next accident occurred while coasting a steep hill, and was occasioned by the finger lever slipping off over the top of the brake-spoon lever. The wheel started away like lightning, but I checked it by placing the hollow of the foot on the tire with the other foot on top of the one. In fact, I checked it too much, for on striking a small obstruction I took a header. I alighted on my feet about two rods farther down the hill, and on going back to the wheel found one handle-bar so much bent downward that I could not get my leg under it. Putting my foot on the fork, with wheel laying down, I straightened it some; then leaning wheel against a tree, I placed my foot on the hub or pedal (I forget which), and my elbow on my thigh just above my knee; then holding my forearm stiff, I used thigh as a lever and easily bent handle-

bar up to its place. Too easy, forsooth, because it proved to be almost broken off so much so that I finished breaking it, and then got a stick, which I tied to the other bar with string, letting it project out far enough to form a handle. This served till I reached a village, where a blacksmith welded the bar for me; but on putting it in again it proved too small, so I got some pieces of watch-springs at a jeweller's near by and drove them in around it till it was tight. Scarcely had I mounted again until I heard a snap and felt the saddle resting on the backbone. The spring had broken just back of the saddle clip. I went back to the shop and inquired for a piece of rubber. Considerable search revealed a piece of clothes-wringer. Cutting off about three inches of this, I burned a hole through each end with a hot wire, and then tied it under the remaining piece of spring with some string. It made the saddle rather high for mounting, but rode very comfortable. No further accident befell me. On reaching my destination, I enjoyed a large but easily digestible supper of bean soup. Then, after a cold bath, I retired to sleep the sleep of a weary cyclist. Early next morning I arose and began to repair my wheel. One of the ball bearings was so full of grit that I took out the balls and cleaned them. Removing the string from the tire, I carefully cleaned the tire and cement, and put in more cement where needed. Then, not having access to a gas jet, and fearing a kerosene lamp would take too much time, I placed four or five candles side by side, and tied them between two short flat sticks so as to hold them in a row. These, when lighted, soon melted the cement. I also removed the loose handle, and dropping some melted cement in it, stuck it on again, which method of fastening held for a long time. I also found that the lower centres had been cutting and were quite rough, so I kept them filled with plumbago for quite a while afterwards.

One of the cranks was loose, and had worn the key seat on the axle considerably. After filing the seat till it was straight again, it proved too deep for the key, so I placed a piece of watch-spring in as a sort of bushing. My last job was to true the wheel. Using cords from the ceiling, I suspended it by the handles with the wheel an inch or so off the floor. Then spinning the wheel, I gradually brought a piece of chalk near the rim, resting my hand against the fork as I did so. The points where the rim was most out of true, were indicated by the chalk marks. Repeating this action on the other side and then on the top, so as to see if wheel was round, I soon learned the exact condition of the wheel. Where marked on one side, I tightened spokes on the other, and where marked on top I tightened spokes on both sides, taking care to be patient and not tighten the spokes too much at a time. After giving them a third or a half turn, I would rub off the chalk, rechalk and tighten

again. Towards the last the spokes got so tight that I feared the threads would be injured, so instead of tightening on the side opposite the mark, I would loosen on the same side. At last I got it true within an eighth of an inch and was satisfied. My tour was ended.

C. E. DURYEA.

## CORRESPONDENCE

*[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]*

### Personal Mention.

*Editor Bicycling World:*—I notice that Treasurer H. S. Kidder reiterates, in your issue of the 10 October, the rather serious charges made in his report at Albany, concerning the fees of eleven members of the Albany Club, which he said were sent to me, and also claims that I retained half the amount, instead of forwarding the same to the proper State authorities. At Albany the matter was promptly expunged from his report, but I see that the hebetudinous crank has come to light again.

Now, Mr. H. S. Kidder, you could not have investigated the matter very thoroughly, as you would have found that the fees were never sent to me at all. You would have found, Mr. Kidder, that the names were all sent to Corresponding Secretary Sholes, and published in the *WORLD* of 18 May, 1883, ten days before I had the honor of being elected to the office of corresponding secretary.

If you had gone still further in your investigation, Kidder, you would have found that when Mr. Sholes turned over his books to me, he remitted the fees of a number of applicants to the amount of \$79, and among them were the names of the eleven Albany men, who, by the way, were applicants, and not renewals.

Now, Kid, if you had pursued your investigation still further, you would have found that I remitted one half the amount to W. V. Gilman, the League Treasurer, and the other half was turned over to Benjamin G. Sanford, the Secretary of the New York State Division, 10 June, 1883, and that is where my responsibility ended. To show you that I am thoroughly familiar with the case, I give you the eleven names and numbers:—

Albany Bi. Club, add.

3686. Charles Grant, Troy, N. Y.

3687. Albert L. Judson, Albany, N. Y.

3688. David N. Kinnear, Albany, N. Y.

3689. Henry Lansing, Albany, N. Y.

3690. Howard Olcott, Albany, N. Y.

3691. George Paddock, Albany, N. Y.

3692. Henry R. Pierson, Jr., Albany, N. Y.

3693. Edwin H. Shaffer, Albany, N. Y.

3694. Robert P. Thorn, Jr., Albany, N. Y.

3695. Elwood W. Vine, Albany, N. Y.

3696. Edward J. Wheeler, Albany, N. Y.

You see, Kid, you have made a very serious mistake, and one for which you ought to apologize if you are a gentleman. You jump at conclusions, and accuse me of retaining money that belongs to the League. If you were a man of any responsibility, I would be surely tempted to make you suffer for it, but as you are not, I am satisfied to let it remain as it is. Both you and your chum, Gilman, have tried the game before, and have been "sat down upon," as you very frankly admit, but I will give you each a present of \$250 if you can prove that my League accounts were other than honest.

Yours respectfully,

FRED JENKINS.

NEW YORK, 10 October, 1884.

#### Mr. Jenkins Explains.

THE races held at the championship meeting of the N. A. A. A. were not held under League rules, and those who entered them will be disqualified by the Racing Board. Chairman Gideon telegraphed Mr. Jenkins and asked him to notify the contestants of their danger, but he refused to do so. — BICYCLING WORLD, 10 October, 1884.

The above is only partially true. On Saturday, 27 September, the day of the games, at eleven o'clock, I received the following dispatch:—

"Announce to contestants in championships to-day, races must be run under League rules or disqualified.

Officially, GEO. D. GIDEON."

I must confess I was astonished. Here in New York we had the president of the League, the secretary of the State division, four representatives, and a member of the Racing Board, and yet I, an outsider, a non-League member, and a member of the National Association, was asked to notify three men that had come to compete, from quite a distance, at considerable expense, that the games of my own association were not regular and that they would be disqualified. Why some of these officials were not selected as errand boy instead of my humble self, is beyond comprehension.

However, I did not refuse to do so, as the WORLD states. I gave up a club run in order to attend the games, and repaired to Williamsburgh, hunted up Mr. Badeau, the president of the N. A. A. A., and told him my mission. His reply was, in substance, as follows: "We do not ask the sanction of the League, and shall run the races under our own rules. I will not allow you to say a word to any of the contestants." He kept his word, and I could not and did not see the men till the races were over, and then it was too late, and I did not care to mar their pleasure. I must say the races were run in better

form than any I have seen, and I have attended a great many race meetings.

Now, it is none of my business, but I must say that if these three men are disqualified, it will be a disgrace to the League. The highly irregular manner of the notification will only call down on the League additional ridicule. I think the N. A. A. A. will ultimately have to accept the League's racing rules when they have been improved, but let the recommendation come in a dignified way. Let a committee from each association meet or adjust the matter by arbitration. Remember that the National Association represents over seven thousand men, and is a powerful association, with good rules, which they live up to. Remember that the N. A. A. A. inaugurated the bicycle championships before the League was ever thought of, and above all, please select, in future, a League member or official to do the League's work, and not Your humble servant,

FRED. JENKINS.

NEW YORK, 10 October, 1885.

#### New Jersey.

*Editor Bicycling World:*—Sir, — In our little State of New Jersey, we believe that in League matters the officers of our New Jersey Division, L. A. W., have scored one in advance of any other State division, for we have had published for us a complete road map of the State, now ready for sale and delivery. This map is printed in three divisions, viz., Northern Section, Middle Section and Southern Section, on parchment paper in colors, and bound in pocket covers, each map being twenty by thirty-two inches, and showing plainly all our roads, towns, railroads, etc., etc. This road map will not only be very useful to wheelmen in the State, but to those touring through the State.

The price of each section is fifty cents and two cents per section extra for sending by mail, amount must accompany order.

These maps can be obtained from either of the following officers, viz.: Dr. G. Carleton Brown, 116 Broad street, Elizabeth, N. J.; Harold Serrell, Plainfield, N. J.; William J. Morrison, Moorestown, Burlington County, N. J.

If a wheelman in or out of the State, in ordering a set of sections or a single section, wishes to have a certain route or routes marked out for him, it will be done in colored inks at an extra charge of twenty-five cents, which amount will go to enrich the division treasury.

These maps have been published for the New Jersey Division, L. A. W., by Messrs. Smith & Stroup, of Philadelphia, Pa., and reflect credit upon their house.

HAROLD SERRELL,

Representative N. J. Div. L. A. W.

#### Let us go to Bermuda.

THE rapidly shortening days, falling leaves, and occasional cold autumnal blast, remind the many votaries of the wheel of the saddening fact that their favorite

recreation will soon be denied them for many a long and dreary month. Rink riding is a poor substitute for a tour over hill and dale in the bright summer weather, and will be little patronized by the 'cyclist who prefers a quiet wheel through a new country to the excitement of the race track. It is to this class of wheelmen that I have a word to say. Do you know that but a three days' sail from the ice and snow of New York in mid-winter, is a land where summer is perpetual, where the mercury never falls below fifty-five or rises above eighty; where the roads are as hard and smooth as a cemented floor, the sea as blue as the turquoise, and the sky bluer than the sea. Here is the home of the banana, the papaw, the cactus, the stately palm, the delicious loquat, and the savory onion. Here, in mansions of stone, gleaming like marble halls in green vales, dwells a most hospitable people, and a race of negroes who for intelligence and politeness are really phenomenal. Here the 'cyclist can spin over English-built roads that lead through scenery only to be found in the tropics. We can't all visit England, but many of us can do the next best thing, go to Bermuda, denominated by "Karl Kron" the wheelman's paradise.

A few facts in regard to Bermuda, by one who has been there and knows what he is talking about, may not prove uninteresting to those who would like to flee from the rigors of our severe climate at the most inclement season of the year, and bask for a while in the soft breezes and under the blue skies of this favored spot.

The Bermuda Islands are situated about six hundred miles off the coast of North Carolina. They are composed of four large and many small islands, all surrounded by a coral reef fifteen miles from shore. The three larger islands, Ireland, Bermuda and St. George, are connected by bridges, and together are between twenty and thirty miles in length. Three roads run the entire length of these islands, and are connected with each other by many cross roads. The three principal places are the great dry dock on the extreme end of Ireland island, Hamilton, the capital, situated in the centre of the group, and the old town of St. George. A fine line of steamers, owned by the Quebec Steamship Company, connect these islands with New York city, which is the principal market for the early onions and potatoes for which Bermuda is famous.

Last winter the writer was frequently told by sea captains and others, that if good roads were what was wanted for the enjoyment of the wheel, Bermuda was the place. We got interested. We wrote to Leve & Alden, the great ticket agents, who sell the tickets over this line, and received in reply letters and pamphlets fully corroborating all that had been told. We resolved to go—and we went.

Everything ran smoothly, thanks to

the active interest of Mr. Geo. Burnbaum, with Leve & Alden, and one Thursday afternoon saw "Karl Kron" and the writer on board the "Orinoco," with our wheels in the hold and our stateroom on deck—by far the best place for a stateroom.

For those who enjoy an ocean voyage, nothing is wanting on this trip. The "Orinoco" is a fine iron steamship with all the modern improvements and conveniences, including a bath room, much patronized by "Karl Kron."

By Friday night overcoats were thrown aside, and Saturday we lay on deck and enjoyed the warm winds that came from the direction of the land towards which we were journeying. Sunday morning the black pilot came on board, and soon we entered the beautiful blue sea, inside the coral reefs, and steamed up to Grassy Bay, and with many a twist and turn reached Hamilton, "the whitest city in the world."

The arrival of the steamer is a great event, and the whole population turns out, presenting a most animated scene to the new comer.

Hamilton is a picturesque little city, situated on gently rising ground, built entirely of the white stone of the island. The streets are cut out of the same material, and could be used for roller skating. There are no sidewalks, or need of them, everyone walks in the hard, smooth roads. The air is redolent with perfume from a thousand flowers, and the "Hamilton," the great hotel, looms up grand and stately from its elevated location in the centre of the city. From this place to the old town of St. George, is about twelve miles, and the ride thither is one of the finest the writer ever enjoyed. Up the hill, under the deep shade of the salt cedars, by the governor's fine residence and beautiful grounds, then between high cliffs down to the north shore road, where the blue waves dash high and an occasional deserted and time-worn stone mansion makes it hard to shake off the impression that we are in sunny Italy, and that the classic Mediterranean is tossing its salt spray in our face.

St. George is a quaint and curious old town, its general appearance giving one the impression that it had grown out of the limestone cliffs when the world was young, and had never taken the trouble to keep pace with modern progress. An old traveller remarked that it was exactly like the towns in southern Africa. But it has a good hotel and a botanical garden, where may be seen many trees and shrubs peculiar to Southern climes. Returning, one has the choice of several roads, all fine wheeling. We must visit the caves, at whose entrance is the calabash tree, under which the poet Moore used to repose and write sentimental verses in praise of the beauty of Bermudian girls.

But it would take much time and space to enumerate all that may be seen and enjoyed in Bermuda—Fairlyland, Gibbs' Hill lighthouse, the great dry dock, the

beautiful lily beds, the angel fish caves, Prospect Hill and Spanish Point. The roads run everywhere, one hundred and fifty miles in all; they twist and turn, in and out, up and down, along the shore, between hedges of oleander bushes, through high cliffs, moss-covered and flower-besprinkled. Now you seem to be riding in a private driveway, then a sudden bend leads you out into the country once more. The roads are narrower than in the States,—just wide enough for two teams to pass,—but they are perfect from wall to wall. No ditches are needed, for all water is quickly absorbed by the porous limestone. When it rains there is no mud, and when dry there is no dust.

The surface of the island is undulating, the hills are all easily ridden, the longest being about the length and height of Beacon street from School street to the capitol. The whole island is a vast Central Park, to enjoy which it is not necessary to show a certificate or rise in the middle of the night. Without knowing much of the capabilities of the tricycle, I should imagine Bermuda to be especially adapted to its use and enjoyment. Certain it is that there is more gentle but exhilarating coasting to be found here than any place I know of, just such as could be enjoyed to the utmost on a trike.

I would like to be one of a party of thirty or more 'cyclists to sail to this wheelman's paradise about the last of January, and for a brief period revel in the balmy breezes and wheel over the good roads of the summer isles, while at home all is buried deep in snow and ice. Would not the trip be novel, unique, and exceedingly attractive?

We could stop at the great hotel in Hamilton, and from there take daily runs to whatever spot fancy might dictate. A good hand-map of the islands, with all the roads laid down, can be purchased in Hamilton for a quarter, which leads me to remark that Uncle Sam's greenbacks are taken without question, but not his silver.

As the boats run now, one can go to Bermuda from New York and return in ten days, having four on the island; or if he lays over a trip he will be absent three weeks and a half. It is proposed to put on another steamer this winter, and if this is done, two and a half weeks would be necessary, giving twelve days on the island. The cost of the trip (first-class passage and board at the Hamilton) would be about \$60 for the first, \$90 for the second, and \$75 for the third. This does not seem high for a sea voyage, a slice of summer in mid-winter, delightful wheeling, beautiful scenery, England on a small scale, with a taste of the tropics thrown in.

This would be a tour on which a non-cycling friend, lady or gentleman, could be taken to the mutual enjoyment of both parties, for there will be no long straight-away runs, and carriages can be had for a reasonable sum for drives to any point. There is a good yacht club in Hamilton,

and all who enjoy that sport could be gratified, while a row through "Fairlyland," under the light of the tropic moon, is something never to be forgotten. In fact, there are all the attractions of a beautiful watering place, which the 'cyclist has, in addition to exceptionally good wheeling.

Descriptive pamphlets on Bermuda can be had by applying to Leve & Alden, 207 Broadway, New York, while those who wish to read still further are referred to "The Atlantic Islands," by S. G. W. Benjamin, and an amusing sketch by Mark Twain, in "The Stolen White Elephant," headed "An Idle Excursion." These can be found at any public library.

I should be glad to hear from all who wish to go on the tour sketched out above. It is important that names be sent in as early as possible, as staterooms are sure to be scarce at the time set for starting. There is also quite a choice in staterooms, and "first come, first served."

To any who may hesitate, from fear of the ocean or dread of seasickness, I would say, there is no occasion for the first, and that the second is worth enduring for the pleasures beyond. I was seasick, and speak knowingly.

As I may receive inquiries as to what to carry, I will say in advance, that the ordinary bicycle suit, with summer flannels, will be found comfortable on the island, while for the head a helmet is the thing. A heavy travelling shawl or rug should be taken for use on shipboard. A shawl-strap and hand-valise will contain everything necessary for the trip. Bicycles will be taken free, and there will be no trouble with the customs officials. That was settled last spring.

I would recommend that, in crating wheels, those parts of the crate necessary to be removed to admit and release the wheel, be fastened with screws on one side and hinges on the other. By so doing much trouble can be saved.

I am confident that if a party can be organized for this tour, it will prove a most delightful affair, never to be forgotten by those fortunate enough to participate. So, in the words of the poet—

"Up, up, let us a voyage take,  
Why sit we here and freeze,  
When there's a vessel, tight and snug,  
Bound for the Southern seas."

F. A. ELWELL.

BOX 2014, PORTLAND, ME.

#### Recent Patents.

THE following list of patents, recently issued in connection with bicycles and tricycles, is furnished by Henry W. Williams, Esq., Solicitor of American and Foreign Patents, 258 Washington street, Boston:—

Nos. 305,769, 305,770, 305,771, 305,772. Tension-wheel; Samuel T. Williams, Red Bank, N. J. (four patents).

No. 305,925. Velocipede; E. T. and D. Higham, Philadelphia, Pa.

No. 305,968. Velocipede; Edgar E. Sell, Charleston, S. C.

No. 306,177. Bicycle-support; Edmond Redmond, Rochester, N. Y.

No. 306,280. Steering-bar for bicycles; Abram G. Powell, Philadelphia, Pa.

No. 306,284. Bicycle lantern-holder; Chester C. Richardson, Reading, Mass. Consists of a horizontal bar or bracket, extending from the fork forward in front of the wheel, and adapted to support the lantern at different angles.

#### Strength of Spokes.

THE following correspondence from *The Cyclist* will interest our readers:—

Will you revive an old discussion on the strength of spokes? Ten years ago, the question was mainly between spokes screwed direct into the hub and spokes in locknuts; and the verdict of makers seems generally to have gone in favor of direct spokes. Perhaps they have considered cheapness as well as strength: I wish to call attention to strength. Ten years ago, I used to break my spokes till I got a new and much larger hub, now I am again in the same trouble. I have a first rate tricycle by a first rate maker, but I pay a small weekly annuity (if a weekly annuity is not a "bull") for mending spokes, and all break where screwed into the hub. I am trying a small remedy which answers well so far, but which I ought not to have to resort to—it is coiling string tightly from spoke to spoke all round the hub, and then making two or three rounds of string solid with melted percha. If you coil the string nicely round each spoke, tie off neatly, and put the percha on neatly, the job will not be quite so ugly as you might expect. But the real question is, not how to get a makeshift of this sort, but how to get strong spokes that will do without it. Are locknuts stronger than direct screws? Ought direct screws to be made on butts which the screw cutting will leave with as much solid thickness as the part of spoke that is not screw cut? I fear this has not been done with my spokes. I mention the screw part of the spoke specially, because it is the weakest part of the spoke and needs most improvement; but are not screws a mistake? Some makers, instead of screwing the spoke into the hub, only turn it, and then the wire continues back to the fellow, forming another spoke, that is, each piece of wire forms two spokes; but why should not this plan be completed by making *all* the spokes of one fine wire? I should make more spokes, in proportion to the greater fineness of the wire, and I should tighten them by lacing all together with a similar wire linking spoke to lateral spoke, and also to opposite spoke on the other side of the wheel. The next question might be whether the whole should not be covered with paper or stronger covering, in order to lessen obstruction by wind.

B.

"B." has revived a discussion which may very well be pursued at this period, when so many makers are essaying to build light machines with "laced" spokes. Mere breakages of spokes are very frequent in some machines, and very rare in others; the cause being not merely in the method of attachment to the hubs, but in the quality of the wire used—some being very tough, and other very brittle—and the accurate drilling and threading of the hubs. Theory and experience are both in favor of butt-ended spokes in preference to direct screwed wires; but even with the best of such spokes it is quite possible for a careless workman to ruin a wheel by slipshod adjustment. When butt-ended spokes are used, the heads have to be hammered on after the spokes have been passed through the rims; and when the heads are all made the workman proceeds to screw up the spokes. Now, as soon as the tension begins, the heads tighten against the rims, and offer a certain amount of frictional resistance to the spoke being turned round. A careful workman will consequently use *two* spoke grips, one close to the hub end and the other close to the rim end, so that whilst the hub end is being screwed up for adjustment the rim end shall be turned round simultaneously. To save himself trouble, however, a careless workman will use only one spoke grip, with the result that the wire is twisted round, and becomes more or less disintegrated; hence the frequent breakages. The same thing, of course, happens with direct spokes having no butt ends. "B" appears not to understand the functions of the old fashioned "lock-nutted" spokes. Lock nuts alone are useless, but the so called lock-nutted spokes derived their virtues from the *nipples* on which the lock nuts were placed as supplementary securities. With nipples, the spokes themselves were not threaded, but headed inside the nipples, and the nipples, screwing round independently of the spokes, had the same advantages—a larger screw—as butt ends have, and the lock nuts only held the nipples firm when their adjustment was completed. Butt-ended spokes, if the butts are as large as the threaded points of nipples were, ought to be fully as strong as nipped spokes, provided the wires are not twisted by the use of a solitary grip. "B" describes "laced" spokes without clearly understanding them, evidently being unaware that laced spokes require threads to be cut on their ends, inside the rims. Small nuts fit on these threads, by which the spokes are tensioned; butt ends cannot be used, and the thread is consequently far weaker than on butt-ended spokes. To lace a wheel as "B" suggests would be impossible, for not only must it be feasible to bring each spoke to an independent tension, but spokes tightened up by a lateral lacing would not stand at all, the strength of such fine wires lying only in *direct* pull. A wheel made of one continuous wire,

tightened laterally, would break down at once, through the lateral strain breaking the wire. The question as to the strength only of spokes is all in favor of direct screwing butt-ended wires; and the same result is aimed at when convenience in adjustment is considered, it being an intolerable nuisance to have to tear off the rubber and melt the cement around the nuts whenever a spoke wants tightening. My own experience of spokes is all against "lacing," experiments this year with several of the best laced spoke tricycles having all resulted disastrously. The first machine broke down before I had ridden it a month, all the spokes on one side of the driving wheel breaking simultaneously away from the hub, and after this wheel was re-made first one and then the other small steering wheel went in the same way, so that I was glad to get rid of the machine. A clubman who has a similar machine, but with thicker spokes, has had the same experience. Another laced spoke machine—or rather a tandem with "specially strong" (*vide advertisement*) laced spoke hollow rim wheels—broke down miserably, rims and all; and when re-made with thicker wire one wheel broke all to pieces within a fortnight. A third laced spoke machine—a racer of the "Humber" type—is continually in dock for spoke repairs, although a precisely similar machine with direct spokes stood thousands of miles of rough road work without injury. A fourth laced spoke machine I have ridden several times is the only one with anything like a reputation for durability; but even that moults its spokes more frequently than direct spoke wheels do. Emphatically, I vote against laced spoke wheels, and in favor of direct screwing butt-ended spokes.

"FAED."

P. S.—Riders who have occasion to adjust their own spokes after a time should take the precaution to use two grips, as the cement adhering to the heads sometimes causes the rim end of the spoke to fit so tightly that a grip turning the spoke at the hub end only will twist the wire and eventually break it. If two grips are not available on an emergency, the one grip should be fitted to the spoke close up to the rim, and gently turned to and fro until it is felt that the cement has been loosened around the head; then the spoke may be turned by its hub end with less liability to become twisted.

#### CURRENTS CALAMO

VERMONT talks of a State division.

A CORRESPONDENT of the *Amateur Athlete* says the "Wheel Around the Hub" was not carried out on account of the rain. We commend to the writer the account of the trip published in the *WORLD*.

THE Overman Wheel Company, of Chicopee, have begun proceedings in the United States courts against the Pope Manufacturing Company, of Boston, to



recover \$50,000 damages for an alleged infringement on the Bown Æolus ball-bearing patent by the Columbia ball bearing.

THE suit brought by Mr. Crosby against Mr. Sommer, of New Haven, Conn., to recover \$100 damages for the loss of a bicycle wrecked by the defendant driving into it last June, was on 3 October, decided by Judge Studley in favor of the complainant. The judgment was for the full damages claimed and \$10 costs.

MESSRS. GUMP BROS., Dayton, Ohio, offer at auction thirty new and second-hand bicycles of all sizes. Any one wishing a bicycle should not miss the opportunity now offered, as bids can be made by mail.

NEW YORK parties will find the WORLD on sale with G. R. Bidwell, 4 East 60th street, and at R. V. R. Schuyler's, 17 Barclay street.

L. I. HOLLAND and wife, of the Worcester Æolus Wheel Club, rode from Worcester to Bos on last week on a Coventry Rotary tandem.

LAST Tuesday evening, while F. L. Walker was riding a tricycle down Cottage Farms hill, he was run into by a team which was racing with another team. The tricycle was wrecked, and the rider severely, though, fortunately, not severely injured. The driver of the team got out of sight as quickly as possible, and nothing has since been heard of him. If he can be found he will be prosecuted.

WILLIAM BOND, of the Star Bicycle Club of Lynn, made a run of 123½ miles, 4 October. His total time was 14h. 26m. rests, 2h. 30m.; actual riding time, 11h. 56m. Mr. Bond is soon to attempt to make two hundred miles inside of 24 hours at Franklin Park, Saugus.

MR. CHARLES MCKNABB, engaged in the Bureau of Engraving, at Washington, D. C., was going up 15th street at a moderate speed, ringing his bell, when, upon a street crossing, he found himself in a crowd, and his machine struck the leg of Prof. Cumnock. The professor was not badly injured, but fainted from the shock, and Mr. McKnabb at once dismounted and assisted in removing the injured man to a place of safety, where he speedily recovered. The case came up in court, and the judge held that, while the running into the professor was clearly an accident, Mr. McKnabb had been guilty of negligence. "A bicycle," he said, "is an unmanageable vehicle, especially in a crowd. It cannot be navigated like a horse, and nobody would think of it until it was upon them. The proper thing would have been to get off the vehicle until the crowd had passed." Accordingly his honor imposed a fine of \$1.00 on McKnabb.

THE Boston Club is already talking of its next year's 100-mile race. An effort will be made to have it more complete in every detail than the previous ones. By the way, the Ixions appreciate good treat-

ment, and have passed a vote of thanks to the Boston Club, and especially to Lieut. Morris, for looking after their captain in the road race. Well, it pleased the boys to see Old Pit. ride. Many of them, ourselves among the number, remember his struggles, years ago, to instruct us in the art of wavy wobbling, and to get us out of the ranks of the "timid toddlers."

UNLESS we mistake, there is to be a boom next year in road riding. We expect to see some interesting competitions between the various safety bi's.

THE new safety of the Humber people is a combination of the American Star and the Kangaroo. Would it not be a good idea if the Smithville people would turn part of their attention to a Star with rotary motion. Lots of riders like the little wheel in front, but do not fancy the levers.

THE C. T. C.-ites are discussing, in the *Gazette*, what to do with their old clothes.

THE Cambridge Club is waking up and getting sensible. It will discard its blue bedecked uniform and go in for a sensible gray like the Citizens. And the Bostons, too, are agitating a change from green to gray; but, in the meantime, the Chicagos are strongly inclined to discard its gray and go in for black.

OUR cousins across the water are having lots of trouble with roughs. Buckled wheels and upset riders are some of the results.

HENDEE is set down to break the one-mile record on Thursday of this week, and the five-mile record on Friday.

A PROPOSITION to allow a tricycle rider a push-off in a race, and one to measure the track one yard further from the inside edge for tricycle races were to be considered at the meeting of the N. C. U., held 9 October.

A BICYCLE and tricycle parcel delivery has been started in New Zealand.

MISS ANNA BABETTA HUSS, the fair secretary of the Ladies' Tricycle Club of New York, having exhausted the field of glory here, has sought pastures new and green in European cycling paradises. At last accounts she had reached Germany on her trip round the world on a tricycle. She is accompanied by her mother and father on a Sociable, and has been the recipient of many press and public encomiums for her excellent riding form. — *Owl*.

PRESIDENT BECKWITH took a tumble from his machine in New York the other day, and received injuries that confined him to the house for a few days.

WE have had no hill-climbing contest lately. The hills are ready.

THE English papers are now calling for lateral adjustment for tricycle handles. A much needed improvement.

ELIOT NORTON is using Sellers' racer on the Harvard track, and expects to show good speed.

MR. GEORGE D. GIDEON has retired from the Racing Board, and Mr. Abbot Bassett has been appointed chairman in his stead.

MEN give tips occasionally how to mend, temporarily, broken steering rods and broken tubes, but always fail at the most important point, viz., the details of how to lash anything tight enough to withstand the vibration caused by the road. Let such as come to grief therefore take a lesson from the scaffold builders, and, having lashed their splicing pieces on — whether such be of metal or merely wood — then drive wooden wedges into the lashings, as without this tightening up few temporary makeshifts of the kind of which we speak will ever stand. — *Cyclist*.

It is evidently becoming the correct thing for residents in Europe to join the American Division of the C. T. C. Only a week ago an English gentleman residing in Yorkshire was proposed, and in this week's applications appears the name of Mons. Ezekiel of Paris, probably one of the most eminent sculptors of the age.

## RACING NEWS

THE tournament announced to be held at the Kansas City, Mo., Fair grounds, 12 to 14 October, has been postponed till 8, 9, and 10 October, to admit of a board track being laid.

THE members of the Brooklyn Bicycle Club assembled in full force on Saturday afternoon, 4 October, at Prospect Park, and a club picture was taken, with wheels artistically grouped. Later, a race was run over the boulevard to Coney Island, five and a half miles. Five members started, Spelman, Hawkins, Slocum, Earl, and Meeteer. Word was given at 5.00. Spelman came in winner in 23½m.; F. B. Hawkins second, 23½m. A handsome medal was presented to winner. Had the wind been favorable and the road good, the record would probably have been broken.

MONTREAL, 4 October. — Games of the A. A. C.: One-mile bicycle race, E. C. P. Guy (1) 3m. 45s.; J. R. Scales (2). Five-mile, E. C. P. Guy (1), 19m. 75s.

HANOVER, N. H., 1 October. — Dartmouth College sports: One-mile bicycle race, H. A. Hubbard (1), 4m. 33s.

CANTON, OHIO, 3 October. — Tournament of the Canton Club: Parade in the forenoon. Sixty-four riders in line. One-mile, W. H. Bachert (1), 3m. 36s.; W. N. Eyster (2). Boy's race, H. Rover (1); H. Pocock (2). Half-mile, W. H. Bachert (1), 1m. 45s.; Geo. Eyster (2). Five mile: Wm. Eyster (1), 20m. 18½s.; W. H. Bachert (2); Geo. Eyster (3).

NORTH ADAMS, 11 October. — Williams College sports: One-mile bicycle race, Ames, of '85 (1), 3m. 38½s.

### Across the Water.

H. A. SPEECHLEY, of the Ranelagh Harriers, won the ten-mile cup race at the fall meeting of the Surrey Bicycle Club at Kennington Oval, London, England, 20 September. He won by six yards from H. F. Wilson, accomplishing the fastest time in which the distance has ever been wheeled on a grass course — 34m. 12 2-55.

ON 17 September, at Surbiton, England, John Keen rode a match of ten miles against two horses, which were ridden alternately by Mr. Woodhams. The articles stipulated that each horse was to go two miles and a half

before being changed, one being allowed to trot and the other to gallop. The galloper was used first, and kept level with the bicyclist until the time arrived for it to be taken off the track. The trotter, however, fell rapidly into the rear, and at five miles Keen was half a mile to the good. The race was now all over, and after covering eight and a half miles, Woodhams retired. Keen rode on and completed ten miles in 31m. 55½s., winning the stake, \$100.

**BICYCLE v. TRICYCLE.**—A novel match was held 29 September on the Crystal Palace track between Major Knox-Homes on a tricycle and Mr. George Lacy Hillier on a bicycle, the latter conceding his older opponent "miles for years" in a ten hours' match. As the major is seventy-eight and Mr. Hillier twenty-eight it will be seen the ex-champion had a big task before him. The major won, covering 115 miles in the allotted time to 146 made by Hillier. Hillier made a determined effort to secure the bicycle records and succeeded in grasping the following:—

MILES.	H. M. S.	MILES.	H. M. S.
51	2 55 24	122	8 15 31
52	2 59 23	123	8 19 52
53	3 3 26	124	8 23 56
54	3 7 29	125	8 28 10
101	6 43 27	126	8 32 20
102	6 56 49	127	8 36 37
103	7 0 25	128	8 40 46
104	7 4 8	129	8 45 10
105	7 7 58	130	8 49 28
106	7 12 4	131	8 54 0
107	7 16 30	132	8 58 12
108	7 20 40	133	9 2 12
109	7 24 41	134	9 6 36
110	7 28 30	135	9 11 24
111	7 32 44	136	9 15 55
112	7 36 30	137	9 20 33
113	7 40 47	138	9 25 31
114	7 45 22	139	9 29 21
115	7 49 23	140	9 33 54
116	7 52 53	141	9 38 24
117	7 56 22	142	9 43 23
118	8 0 10	143	9 47 34
119	8 3 42	144	9 52 13
120	8 7 26	145	9 56 5
121	8 11 9	146	9 59 34

As no one has before gone beyond the century on the path on a tricycle, the major's times from 101 to 115 stand as record:—

MILES.	H. M. S.	MILES.	H. M. S.
101	8 36 24	109	9 23 3
102	8 42 6	110	9 29 4
103	8 47 36	111	9 34 44
104	8 53 19	112	9 40 28
105	8 59 13	113	9 46 48
106	9 5 23	114	9 52 58
107	9 11 17	115	9 59 58
108	9 17 0		

**THE KANGAROO RACE.**—Thirty-five men started in the 100-mile Kangaroo road race 27 September, and the following men got within the ten hours' limit, and took time medals:—

	H. M. S.
Geo. Smith (1)	7 11 10
S. Golder (2)*	7 47 5
T. A. Edge (3)*	7 59 21
R. T. Cassall (4)*	8 11 20
H. Fraser (5)*	8 49 10
R. Millthorpe (6)*	8 55 30
T. D. Oliver (7)*	8 53 30
W. Powell (8)*	8 55 30
C. H. Andrews (9)†	9 19 0
W. Fielder (10)†	9 25 15
J. W. Day (11)†	9 26 10
J. W. M. Brown (12)†	9 34 0
J. H. Ball (13)†	9 59 30

\* Silver medals.

† Bronze medals.

Geo. Smith is a tricycle rider, and he had only a week to practise on the Kangaroo. Several other safety machines were started in the race to try conclusions with the Kangaroo, and all were beaten.

R. Cripps started in the race on a Safety Humber bicycle. He made the distance in 7h. 32m. 55s. This machine is described as a sort of cross between an American Star and the Kangaroo.

H. J. Webb started on a Humber tricycle and made the run in 7h. 35m., taking the tricycle record for that distance.

In a contest on tricycles between Webb and Smith, the latter would stand no chance of victory.

The record for the half distance was not allowed, as the timer did not compare watches with the starter.

A rider of the Facile, Mr. Oxburn, finished in 8h. om. 2s., and the Sun and Planet was put over the road in 9h. 26m. 11s.

Messrs. Gossett and Bird started with the riders on a Humber tandem and beat all previous records, making the hundred miles in 8h. 11m. 45s.

**RECORD BREAKING.**—A record-breaking evening was held on the Crystal Palace track 25 September. W. Brown and J. S. Smith made an attack on the tandem tricycle records, beating them at the one and three-mile distances:—

MILES.	M. S.
1	2 59 3-5
2	6 12
3	9 23

H. J. Webb then started to beat the tricycle record, and succeeded in making two miles in 6m. 23 3-5s., which gives him success.

G. Lacy Hillier then mounted his bicycle for a try at the records to five miles. He made the distances as follows:—

MILES.	M. S.
1	2 48 2-5
2	5 38
3	8 32
4	11 24
5	14 18

The times beat the record at three, four, and five miles, being ahead of English's times for these distances.

## WHEEL CLUB DOINGS

**BAY CITY WHEELMEN, SAN FRANCISCO, CAL.**—Organized September, 1884. President, Edwin Mohrig; secretary, W. J. Munroe; captain, F. R. Cook.

**NEW ORLEANS CLUB.**—Annual meeting 6 October. New officers: President, E. W. Hunter; vice-president, F. M. Ziegler, Jr.; secretary, G. McD. Nathan; treasurer, L. E. Tyler; captain, Wm. W. Crane; first lieutenant, A. P. Keaghey; second lieutenant, G. B. Lusk; guide, C. M. Fairchild. A club-room is in view in a most desirable location and will be fitted up in a most elegant manner.

THE 7 October meeting of the Massachusetts Bicycle Club was one of the liveliest and most largely attended of any held for a long time past. The principal business was the consideration of the proposition to admit, without initiation fee, members of the late Boston Ramblers Bicycle Club. It had been previously known that there was likely to be considerable difficulty in admitting a number of the Ramblers, and consequently not a few eloquent speeches were made in favor of several of the applicants. Twenty-one names were proposed, seventeen of whom were admitted and four blackballed.

THE 'cyclists of Orange, Mass., have organized a club to be known as the Orange Wheel Club, with twenty members. The officers elected are as follows: President, Warren M. King; captain, C. H. Sheppard; lieutenant, W. F. Osterhorst; secretary and treasurer, Q. M. Hapgood; bugler, George Andrews; executive committee, M. O. Simmons, F. E. Dewey, A. G. Thayer and George M. Pratt.

At the meeting of the Lynn 'Cycle Club, last Friday night, the following officers were elected: President, S. S. Merrill; vice-president, John D. Kimball; secretary, F. A. Lindsey; financial secretary, A. W. McKinney; treasurer, E. G. Gordon; captain, J. H. Schirman; first lieutenant, Joshua Johnson; second lieutenant, A. W. Fuller; color-bearer, Asa Wendell; bugler, C. H. Field.

## 'CYCLISTS' TOURING CLUB

### American Division.

FRANK W. WESTON, *Chief Consul*,

SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

**Connecticut.**—F. A. Jackson, P. O. Box 429, New Haven.

**Illinois.**—N. H. Van Sicklen, 161 Wabash avenue, Chicago.

**Massachusetts.**—H. W. Williams, 258 Washington street, Boston.

**New Hampshire.**—W. V. Gilman, R. C., Nashua.

**New Jersey.**—Dr. G. F. Marsden, Red Bank.

**New York.**—Dr. A. G. Coleman, Canandaigua.

**Ohio.**—Alfred Ely, 873 Prospect street, Cleveland.

**Pennsylvania.**—G. D. Gideon, 1725 No. 21st street, Philadelphia.

**Rhode Island.**—J. A. Cross, Valley Mills, Providence.

**Wisconsin.**—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

**APPLICATIONS FOR MEMBERSHIP.**—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): William Adams, 169 Dean street, Brooklyn, N. Y.; M. Ezekiel, Boulevard Berthier 31, Paris, France.

**APPOINTMENTS.**—F. E. Hawkes, of Greenfield, consul for Greenfield, Mass. Hotel for Lyons, N. Y., Congress Hall.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

### Sign-Board Fund.

THE following subscriptions to the sign-board fund have been received by me:—

ABBOT BASSETT, *Treasurer*.

Previously acknowledged	\$12.00
C. H. Potter	10.00
Eliot Norton	1.00
Wm. Adams	25

Total.....\$23.25

## NOTES, QUERIES, ETC.

[We invite readers and correspondents to contribute questions, notes, suggestions, etc., to this department.]

### Answers to Correspondents.

F. E. H.—We have never heard of or seen a lamp with the reflector you mention. We should fancy it might be a very good thing. We believe that experiments have been made with an electric light, but none have been placed on the market. Let us know if you do any thing with the reflector.

READER.—We endeavor to make our paper as interesting in the winter as during the riding season, and our books show us that our circulation is a little larger in the winter than in the summer months.

LADY.—Send your machine to the manufacturer and have it set up. He can take all the rattle out for you.

SUBURBAN.—Join one of the clubs and you will have stable accommodations for your machine; or you might make an arrangement with a dealer.

W. F. G.—The associate members have no vote except in balloting for associate members, in all business relative to the management of the club-house, and in the election of five members of the club committee. They cannot control the club.

E. M.—When an entire club joins the L. A. W., they are allowed to vote by delegates at the annual meeting. There is no other advantage. The reduction of fees was long since given up. Get T. S. Miller's "Tactics."

A. M.—Get a bottle of Ardill's enamel and touch up the bruised places.

WINTER.—Make a heavy grease of tallow and white lead and cover the bright parts before putting it away.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—One 54-inch American Star bicycle, plainly finished, with rocker pedals, used only once, exactly as good as new; price \$70. W. P. MARSH, Springfield, Mass.

**FOR SALE.**—One 54-inch Royal Mail racer, used at the Springfield and Boston races by Chambers; comparatively as good as new; price \$95. M. D. GILLET, Springfield, Mass.

**FOR SALE.**—One 52-inch full-nickelled American Club but little used, and in excellent order; cost new \$152.50, will sell for \$100 cash. CHAS. BRECK, Springfield, Mass.

**FOR SALE.**—A Columbia tricycle, with tool-bag and tools, bell, and a \$4.00 cyclometer; it has been used but little, had the best of care, is in perfect order, is nearly as good as new, and will be delivered on the cars in E. Pepperell securely crated; price, if sold at once, \$130; reason for selling, is the necessity to purchase a team. Address REV. L. A. BOSWORTH, East Pepperell, Mass.

**FOR SALE CHEAP FOR WANT OF USE.**—A 40-inch Special Facile, used but little, excellent machine for night and winter riding. Address O. H. ALLERTON, JR., East End, Pittsburg, Pa.

**30 NEW AND SECOND-HAND BICYCLES at Auction.**—Bids can be made by mail. For particulars enclose a stamp to GUMP BROS., Dayton, Ohio.

**FOR SALE.**—A Dual Convertible Sociable Tricycle; balls all around; in perfect condition; cost \$28; sold for no fault. Address DUAL, 2 East 60th Street, New York.

**FOR SALE.**—A 54-inch full-nickelled British Challenge; a bargain at \$115. Also, pair of ball pedals with square rubbers and extra pin, new, \$8.00. H. J. BARINGER, JR., Hudson, N. Y.

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AGENTS FOR THE

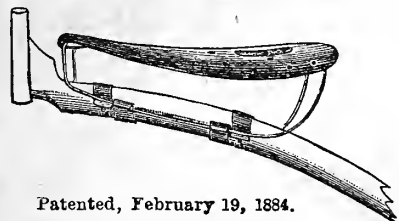
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and American Rudge.

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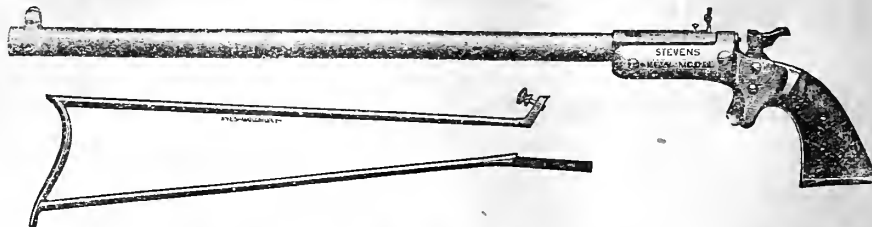
Used by Hendee, Prince, Sellers, Howell, Woodside, Corey, Landy, Jenkins of Louisville, Eck, Morgan, Higham, Yates, also Miles, Armaindo and Sylvester, and all the flyers. Fits any machine, including Star Bicycle. Special terms to dealers.

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From the Wilmot Double Riders.

The utmost satisfaction has been given in the costumes you have made for us, both as to excellence of material and perfection in shape. W. D. Wilmot, J. R. Pavilla.

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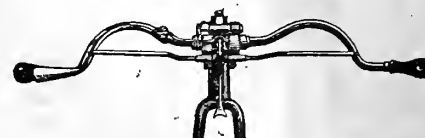
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Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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Can be attached in a moment after removing the original bar.

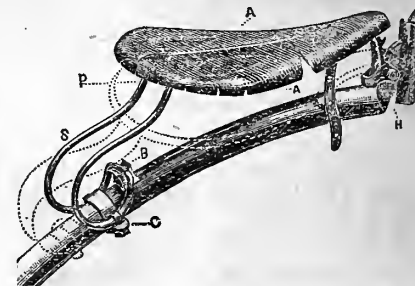
Will allow the rider to strike on his feet when thrown from his machine.

Is as rigid as the original bar and will not wear nor work loose.

Is fully guaranteed.

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The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

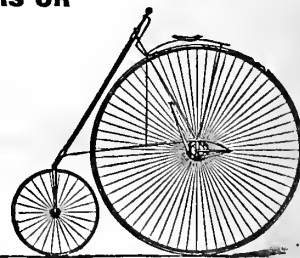
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

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**BICYCLE LEGGINS.** Good shape, durable, neat.

Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

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**LYRA BICYCLICA.—FORTY POETS ON** the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for 75 cents. E. C. HODGES & CO

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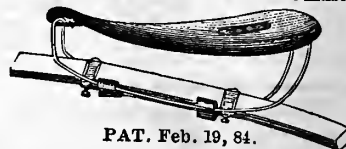
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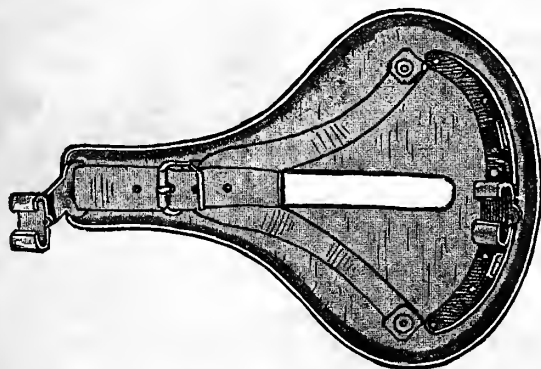
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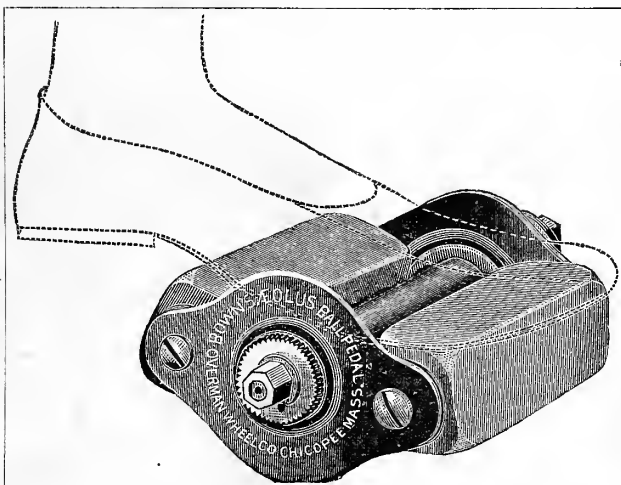
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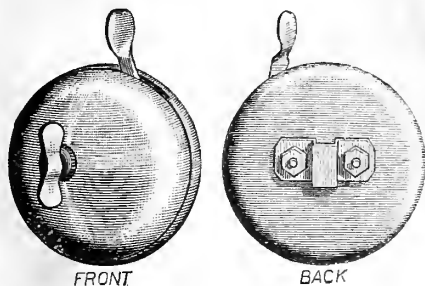
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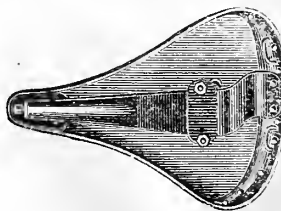
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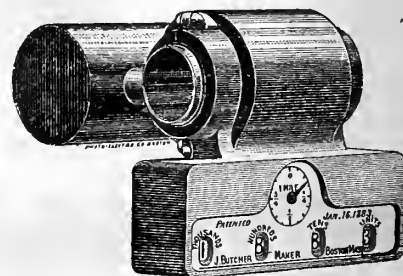
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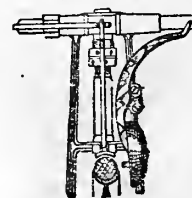
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Published every Friday

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J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday  
 morning, and addressed to Editor BICYCLING WORLD,  
 8 Pemberton Square, Boston, Mass.

BOSTON, 24 OCTOBER, 1884.

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### THIS, THAT AND THE OTHER.

Now we can do a little crowing. In Hendee's quarter we have a record made by an American on an American track which beats the world. Let the good work go on.

A WARM, dusty, tired-looking fellow succeeded in propelling one of the old

two-wheeled velocipedes from the State House to the reservoir, where the machine became an interesting object to the many 'cyclists assembled there. We were struck with the length of the handle bar and wondered how it was that the first bicycles had so much shorter ones than the old velocipede. It took nearly six years before long bars were appreciated.

WE have been surprised so many times that we have almost ceased to wonder at even the most extraordinary announcement. With each foreign mail we take off the wrappers of our exchanges, expectant to find some of the records smashed, and of late we have not often been disappointed. We had, from the lateness of the season, begun to expect that Sutton's record of two hundred and sixty miles in twenty-four hours would stand for another year; but no sooner did such an idea enter our minds than the Facile is sent along the roads within the twenty-four hours, until the grand total of two hundred sixty-six and one half miles is reached. This performance again causes us to doubt. At one time we were inclined to think that the Ordinary was the best machine for long distances. Then the Facile comes and beats the record, then the Ordinary beats the Facile, and now the Facile once more goes ahead of everything. In fact, we feel compelled to wait for future developments before drawing any invidious comparisons. However, the recent record shows that the Facile must be a grand long-distance mount. As we now are almost, if not quite, on an equality with the world, so far as track work is considered, we should see if we cannot put in some riding on our roads, poor as they are, that will compare favorably with the English records.

MR. ELWELL'S enthusiastic letter in the last WORLD, setting forth the beauties of the Bermuda isles as a 'cycling Utopia, is enough to make one wish to flee from the inclemency of our northern winters and snow-covered roads and go with him to a place promising so much pleasure. His proposed trip is a very unique one, and we owe a debt of gratitude to him for opening up such a field for the 'cyclist possessing the time and money to enjoy the good things of this life.

If we could be sure of two months

more of this delightful weather, wheelmen would secure a large number of recruits, especially among the ladies. The time has gone by when a lady looks unduly conspicuous on a machine, and the sight of a lady on a tricycle is no longer a seven day's wonder. Our lady friends must not expect, however, to escape the gaze of passers-by, for who is there of us that does not watch a bicyclist on the road, and for that matter a locomotive has not ceased to be attractive. Men's eyes were made to look, and let them look.

A FRIEND of ours was once complaining that the pastor of the church where he attended worship was given to making long prayers. "Well, if it troubles you, what do you think of the Lord to whom the prayers are addressed?" said another friend. The moral lies in the application. If our readers shudder at the prospect of the reopening of the Jenkins controversy, what do they think of us?

OUR English friends have to confess themselves a little "off" in the matter of the tandem races at Springfield. The *Tricyclist* picked out all the tandem races and set them down as tricycle races, and the Coventry Machinists Company sent over a Club Tandem tricycle to be used in the races. Now we must agree upon the conversion of the adjective to a noun. We shall not be surprised to hear English riders talking of a "Tantri" or a "Tanbi," so fond are they of cutting down long words.

THIS is another instance of the necessity of forbidding these two-wheeled nuisances from being ridden within the city limits. — *Traveller*.

The above refers to the accident to the daughter of Mr. Appolonio, and it shows that some one's education is incomplete. Wheelmen generally will sympathize with the family in their affliction, but it is as unfair to draw such a conclusion as the above, as it would be to draw a like conclusion had the girl been run down by a carriage. We believe the time is not far distant when wheelmen will be obliged to carry a constantly-jingling bell within city limits, and we shall not look upon the day as an unwelcome one.

THE BICYCLING WORLD seems to have resumed its old tactics in allowing the use of its columns to correspondents who are neither reliable persons nor truthful ones. — *Wheel*.

When we allowed space last week for two letters from the editor of the *Wheel*,

we had no idea that he would use his own paper to refer to them in the above way.

THE danger sign fund of the C. T. C. has now reached the munificent sum of \$12.00. Singularly enough not one of the contributors can be found among the list that brought the League out of danger when it most needed aid. — *Wheel*.

Nor can there be found the names of any of those who drove the League to bankruptcy, which called for the subscription.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

### A Rotary Star.

*Editor Bicycling World.* — In your issue of 17 October, some reference was made to the Star being arranged to be driven by a rotary motion instead of levers. We will say that we have first-class plans for such a machine, and have made full size experimental models by which the motion of the foot is elliptical with the longest diameter in the direction of the rider, — the size of the ellipse and the direction of the long diameter being adjustable, and the regular Star Power Trap is applicable to the machines.

The plans for the machine have been in the hands of the inventor for more than two years, who will bring it out for us at a propitious time.

H. B. SMITH MACHINE CO.

SMITHVILLE, BUR. COUNTY, N. J., 20 October, 1884.

### A Safety Tricycle Dress Guard.

*Editor Bicycling World:* — Accidents are reported occasionally as occurring to lady tricyclists from their dresses catching in the pedal shaft chain gear, because the dress-guard of netted wire is not long enough to cover the lower gear wheel completely. My wife was twice subjected to such an experience. On the first occasion, a breadth of her dress skirt was badly torn, and only her promptness in applying the brake and stopping the machine prevented more serious results. On the second occasion, the caught dress drew the wire guard against the chain, and tore and twisted the wires all out of place.

Seeing that, with the ordinary short dress-guard, such accidents were liable to occur at any time, unless the lady rider carefully changed her costume and wore a very short skirt every time she rode the machine when the wind was blowing, I resolved to put a complete stop to this danger. I therefore removed the wire dress-guard entirely, and replaced it with one of my own invention. I procured a strip of thin sheet brass; cut it to the proper shape; stiffened it with an outer rim of stout steel wire, over which its edges were rolled; put an x of crossed

wire across the middle, where it is fastened to the braces which hold it to the frame of the machine; carried the lower end of the brass down below the gear on the pedal shaft (cutting a hole which barely permits the pedal shaft to pass through without touching, a slit from the hole allowing the sheet to be slipped on, after which the slit was closed up); then turned the lower end, cut to a point, to the side frame of the machine, level with the bottom of the gear, and soldered it firmly. The x was also soldered firmly to the brass and to the supports which fasten it to the frame. Then I enameled the whole to a glossy black with Ardill's Liquid Enamel. The whole job cost about \$1.00.

And now Mrs. B.'s tricycle is perfectly safe. It is absolutely impossible for any part of her dress to become entangled in the gearing, and she can ride it safely with any skirt, short or long. Besides, the machine is improved in its appearance, the brass shield being cut with a gracefully curved contour.

PRESIDENT BATES.

DETROIT, 13 October, 1884.

### A Few Points.

*Editor Bicycling World:* — It may be well for your readers to know that a certain party from New York met the undersigned at the Arlington House Washington, on 18 May last, and that a mutual pledge was exchanged that, after 1 June next ensuing, we would gladly consign each other to utter oblivion, and never mention each other's name. This agreement was entered into in the presence of a large number of fellow wheelmen, who will doubtless recall the incident. During all the succeeding months the subscriber has faithfully and truly kept his promise, neither rushing into print nor even yet using the prohibited name in correspondence, and when others mentioned it in conversation, the mere mention of the name, to draw out my views or some remark in sympathy with that of the speaker, has of itself, to say nothing of my plighted word, been sufficient to close my mouth in disgust, and the man does not live that could either induce me to write or converse on this subject; and yet this other party to the agreement is continually trotting my name out, as if the report of the ex-treasurer of the New York State Division L. A. W. was in any manner connected with me.

We will express no opinion on this matter, Mr. Editor, but simply submit the facts for the perusal of your readers, and then leave them free to form an opinion of their own, regarding the merits of a man who seems to entertain so little regard for his word as the above would show.

This fair specimen of purity goes on to say that he offers us \$250 to prove that his accounts were otherwise than honest. We labor hard and assiduously for our money, but care not to earn any that way, and so decline the liberal offer, but we should like to ask a few questions.

1. Why is it that the expenses of the office of corresponding secretary, up to 1 February, 1884, were \$248.53 while for the balance of the League year they were but \$87.89, the latter period including a mail vote more than double that the League had ever had previously?

2. Why were the expenses of the office of corresponding secretary increased from \$94.82, as shown up to 1 March 1888, to \$248.53, as shown up to 1 February, 1884?

3. It cost the League, during the first eight months, for postage and telegrams, \$82.80, — \$31.80 of which were incurred by the first mail vote. The remaining four months these charges, exclusive of the mail vote, were \$6.54, leaving a ratio of 8:4 = 5100:6.54!! It may be well to state right here that not a postal card, stamped envelope or stamp of any value was turned over to the undersigned when the office was transferred! In view of these facts —

4. Was this heavy tax for postage used for the League, for the *Wheel Co.*, or for personal ends, or all combined. The legitimate expenses of the League would certainly never warrant such an outlay.

5. We find the following charges: Letter book, \$1.12; letter file, \$1.89; ink ribbon, \$1.00; letter book, \$2.00. Where are these articles? They never reached my hands, neither has any letter making mention of them that might lead me to think they had gone astray. Mucilage and ink are peculiar charges that were purchased in large quantities, *i. e.*, considering the work done; in fact, three or four times the amount used by the subscriber as treasurer of the League for the entire year, as corresponding secretary for nearly four months, and for private purposes for the whole year. Right here we will state that we paid for our own ourselves, and thus avoid all suspicious proceedings. The present treasurer of the League showed us a report, up to 8 September, 1884, giving a balance of \$2,086.14 on hand. In his remarks, as appended to the report, he adds that the balance of \$2,086.14 was deposited in the City National Bank of Hartford, Conn., in his name, as treasurer of the L. A. W. He also called attention to the fact that the large balance now in the treasury was largely due to the fact that in place of paying the League newspaper in one payment, as was done last year, it was now paid in monthly instalments; therefore, it was unfair to the officers of last year to make any comparisons based on the state of the treasury at present. He gives the old officers too much credit; true, we pay for the newspaper monthly, and a reasonable figure.

6. Who was responsible for our fleeing last year on the *Wheel* contract?

7. Did the party referred to look out for his own personal interests or those of the League first?

Then, again, the membership of the League is about double now what it was at this date last year, for which the *Wheel* claimed all the credit at that time. Very

well, the facts then prove the great superiority of the *Athlete* to the *Wheel* as a grinder.

Another item that reduces the balance in the treasury of last year, as compared with this, is the item of expense connected with the office of corresponding secretary. Last year, to 1 September, it cost \$156.78; this year to 8 September, it cost \$65.15. Double the membership, remember!!

8. How is this, Mr. Ex.—?

We have submitted but eight questions and will patiently await their answer. They are all easy ones, and if well attended to they will be followed by others. We have but touched on matters well deserving the attention and scrutiny of every League wheelman who pays his money into the League treasury. As in all the past we are at their service and will give *bottom facts*, when called upon.

Yours fraternally, W. V. GILMAN.

#### Saddle Lacing.

*Editor Bicycling World:*—In a recent issue, you speak of lacing a long-distance saddle to take the slack out. I have had the leather of my Victor saddle cut off two inches from the front end and laced for near a year. Beg pardon for not mentioning it first. Another useful trick is, when crossing narrow, stone gutters to jerk the front wheel into the air as it crosses and tip up the little wheel to avoid its half of the "thud, thud."

FRE. SWAIN.

INDIANAPOLIS, IND.

#### The St. Louis Toughs' Invitation.

*Editor Bicycling World:*—I don't know what I've done to call forth such a flow of aggrieved eloquence from Peoria. To be sure we brag a little, but that's about the only means we have to make ourselves heard, and we don't want to be forgotten altogether. Then it appears that we will tell a lie once in a while, but that's only to keep up the general excitement.

To tell the truth, I never thought of our esteemed suburb, Peoria, when I made that assertion, or I should most assuredly have said: "Louisville and Peoria." We don't doubt in the least that you can all of you ride from Chicago to St. Louis, and beg pardon for implying that you couldn't if you wanted to. However, since there seems to be some doubt about the hill-climbing abilities of St. Louis, we, that is, the St. Louis Ramblers, will make the following proposition:—

Any man or men, from any place, who will come here and follow a squad of Ramblers up our "Corey Hill," shall have his railroad fare and hotel bills paid and a medal awarded him besides. He shall have three days to do it in, and we will endeavor to make him enjoy himself generally while here, and we will gracefully acknowledge ourselves beaten if he does it.

Address communications to L. J. Berger, secretary St. Louis Ramblers, St. Louis, care Frisco Railroad office.

Our "Corey Hill" is not one of our tough ones, as it is only 1,100 feet long, but it is a fair sample of the grade of some of our two or three-mile hills, which are forty miles out of town, and therefore we take "Corey." We are not much interested in hills that are "inaccessible to mortal man," nor are we particularly proud of the hills that we can't climb; we have lots of them here. It's the ones we *can* climb that we brag of. Why, my children, we taught Charlie Duryea how to ride. He has seen our hills and *walked up them*.

Well, don't let's fight. Come one, come all, and we'll try and make you have a good time, and if you can beat us at our own game, we'll put a cork in our little horns, shake hands, and christen you "*tough*."

EPH.

ST. LOUIS, 13 October, 1884.

#### That Errand Boy.

*Editor Bicycling World:*—Noticing "Mr. Jenkins's Explanation" in the WORLD of 17th inst, leads me to presume that a similar effusion on my part is possibly in order. Permit me to say that Mr. J. had a perfect right to refuse to deliver my despatch of 27 September. It was sent as supplementary to an official notification to Mr. Badeau, and to Mr. Jenkins *not* as a member of the L. A. W. or N. A. A. A., but as the editor of a paper supposed to be supporting the League, and as the person I knew to be most likely to be on the grounds. The vote of the racing board reached me barely in time to permit a letter to reach Badeau, and knowing from previous dealings with the wheels of these athletic New York gods that the contestants would not be notified, took the liberty of selecting Mr. Jenkins as "errand boy"—for which I pray I may some day be pardoned. It is my humble opinion that the present chairman will do well to "remember" that everything the N. A. has ever done in connection with the League has been for the undoubted pecuniary benefit of the aforesaid N. A. A. A.; that one of the most prominent members of this same N. A. was the author of the recent slimy attack on the League, through the columns of a New York slugger's own journal; that the contestants in the N. A. games have a good case, and cannot be disqualified, and that our L. A. W. two and five mile championships for 1884 have not yet been run.

Truly yours,

GEORGE D. GIDEON.

#### Our Proof Reader.

*Editor Bicycling World:*—I am somewhat surprised that you should employ longer a proof reader who has been so careless as to overlook needed changes in Mr. Fred. Jenkins' letter in your last issue. Just allow me to refer you and your readers to page 406, where your correspondent from New York makes his gentlemanly reply to Mr. H. S. Kidder, of the

Albany Club. The Ex-Secretary of the League wrote, and there was actually published in your paper, the following language:—

"... I see that the hebetudinous crank has come to light again. Now, Mr. H. S. Kidder, you could not have investigated the matter very thoroughly. . . . If you had gone still further in your investigation, Kidder, you would have found, etc. . . . Now, Kid, if you had pursued your investigation still further, etc. . . . You see, Kid, you have made a very serious mistake, and for which you ought to apologize, if you are a gentleman. . . . If you were a man of any responsibility, I would be surely tempted to make you suffer for it, but as you are not, I am satisfied to let it remain as it is. Both you and your chum, Gilman, have tried the game before, and have been 'sat down upon,' as you very frankly admit. . . ."

Now, to my way of thinking, Mr. Jenkins remarks could have been made just as effective (most of your readers will say, "more so," but I am conservative), had the proof reader "expunged" the above remarks, and substituted something like the following:—

"I regret that this matter has been again brought before the public gaze, but would say to Mr. Kidder, that he cannot have investigated the subject very thoroughly, for if he had, he would have found, etc., etc. . . . In conclusion, I would respectfully say that Mr. Kidder has made a very annoying mistake, for which I trust he is sorry. . . ."

You see, these mistakes of the proof reader place Mr. Jenkins in a very bad light. A stranger, reading the letter, as published last week, would accuse Mr. Jenkins of being no gentlemen for writing such harsh words, and I trust the proof reader will come forward and apologize to the readers of your paper for placing before them such an unpalatable feast.

A word as to the carrying of tricycles by the Boston and Albany Railroad, I read recently in your paper that they refused to transport the three-wheeled machine, and that some action should be taken by riders to secure this accommodation. Now, as I have before written in this communication, I am conservative, and I do not think the Boston and Albany should be even approached on this subject. Why? Because a tricycle takes up a large amount of space; luggage, as baggage smashers pile it, cannot be placed upon or against it, and it deprives them of working space. A bicycle does not. Again, suppose three tricycles were out and were caught in the rain, or encountered heavy or unsuitable roads. Just imagine three tricycles in an ordinary baggage car, with baggage and trunks piled up in indiscriminate confusion. Should they be carried as "personal baggage," or should they be paid for? You will grant, of course, that if one tricycle is taken aboard, others may expect the right to pile theirs in to the exclusion of the necessary baggage of



the commercial traveller, or the bird cages and parrot of the old maids.

ROYAL MAIL.

BOSTON, 20 October, 1884.

## NOVICES' COLUMN.

### The First Season.

*For the Prize.*

EVERY rider of the bicycle, whether man or boy, experiences a new sensation when he takes his first ride upon the road. In the school there was no obstruction of any kind, and the thrust required upon the pedal was almost inappreciable; but on the road, no matter how smooth, a positive and continuous push alone preserves motion and keeps the machine erect. In the school nearly the whole attention and strength can be given to balancing and steering the wheel, but on the road half the strength must be used for propulsion. The result is that the rider often thinks on his first trial that the road is hard and discouraging, or that he has tried it too soon. Perhaps both are true, but two or three days' experience will work a wondrous change. The thrust of the feet will become a natural motion, and strength and facility will increase rapidly.

On beginning road-riding it is important that the 'cyclist form good habits, for his later riding will be largely influenced by what he learns now. If he becomes reckless and awkward, he will meet with accidents, and he can only rid himself of bad habits by months of watchfulness. If he becomes careful and graceful, he will get the largest amount of pleasure and benefit from his steed. Recklessly used, the wheel may become dangerous; used with care and reason, it is always safe.

SIZE. — In the school the learner was first placed on a comparatively small wheel. As he improved he was given a larger one, and he, doubtless, soon became ambitious to use as large an one as possible, thinking to gain in speed and appearance from the increased size. Both these ideas were wrong. For road-riding, comfort, safety, and speed favor a size below your limit, and appearance depends upon graceful carriage of the body and limbs and perfect control of the wheel. Ease, comfort, safety, speed, and appearance come with that mastery of the bicycle's movement which is only attained when the pedals are always within full control. If the thrust is longer than your leg, and you lose your grip, though it be ever so little in each revolution, you have, for that instant, lost some degree of control, and also added an element of danger. To secure the greatest advantages possible, select a size below your limit. Generally, dealers' catalogues giving tables of sizes are reliable. For the average machine, a leg measuring thirty-three inches fits a 50-inch, and every inch of leg corresponds to two inches in the size of the wheel. These sizes give good

control and are best for general use. A size larger *can* be used by an old rider, or by a beginner on a machine with a low spring; but there is nothing to be gained by so doing, and there are disadvantages in the shape of (a) lessened stability, (b) harder work in hill climbing, and (c) greater resistance offered to the wind — all considerable items.

POSITION. — Having your wheel selected, look well to the position of the seat. The nearer you place it to a perpendicular drawn through the centre of gravity, the easier is the machine propelled; but less resistance is offered to obstacles, and the danger of a header increased. A beginner should place his seat as far back from the neck as he can, and still feel his pedals firmly during their whole revolution. After a few months he can move the seat forward. This should be done by degrees, and only half an inch at a time, as every half-inch makes an appreciable difference in the saddle. When in the saddle, sit up straight and well back. No matter how fast you are riding, keep erect. It is foolish and useless to lean far forward over the handles. It is awkward, and the small gain in speed obtained can never compensate for the largely increased danger. When leaning far forward, a trifling inequality in the road will cause a header, and headers taken in this way are always dangerous.

ACCOMPLISHMENTS. — To become a good rider of the wheel it is not necessary to learn fancy tricks, but there are a few accomplishments which are important. When first trying the road, it is supposed that you can mount and dismount with some little ease. Be satisfied with that until you can sit easily in the saddle without grasping the handles like a vice. In a few weeks this point will be reached. It will come quickly if you will try to hold the handles as lightly as you can, and frequently change the position of your hands on them. The best method, as a whole, is the overhold; but it is restful to often grasp the ends of the handles, or occasionally to take the underhold. As soon as you can steer with a light grasp, let go with one hand, and guide the wheel with the other. This will, at first, put quite a strain upon the guiding arm, because you are doing all the guiding with your arm, and none with your feet — but you cannot help that yet. Try this with each hand, until you can run a little distance easily, and in a fairly straight line. When you reach this point, remove both hands from the handles for an instant. If you have learned to hold the pedals firmly with your feet, you will find that you can guide the wheel a little by them. If you have not done so, you must do it now. Keep your knees well in towards the forks (always see that you do not ride in bow-legged style), and press evenly on the pedals. When the wheel swerves, a little pressure on a pedal will right it. Practice a little at a time, but often, and you will soon be able to ride with hands off, and

use your hands for anything required. When you can do this, it will be possible to grasp the handles lightly, even on rough roads, because you will steer largely by the pedals. By this time, perhaps, a couple of months will have elapsed. When you reach the saddle, you will no longer feel that you are on a strange steed, but will be more or less at home. Practice is the chief thing needful. Every day will bring improvement, until you feel like part of your wheel.

At a very early date try back-peddalling. Run moderately fast, and slow up by reversing the action of your feet and pressing back gently. Try this very often, until, in fact, you can control your machine perfectly by it. It is a very important accomplishment.

When you are able to ride lightly in a tolerably straight line, you can essay an easy coast. Take a *smooth* and *gentle* hill. Throw one foot lightly over the handle and pedal carefully with the other. The machine will be less steady than usual, but if you have followed these directions you will get down safely. The next day coast with the other leg up. Try it half a dozen times, or until you can do it comfortably, with each leg, before you try both legs. The first time you have both up you may feel shaky, but if you keep cool you will come to no harm, and it will be easier and steadier every time. At the end of the coast, take your legs down carefully, at the same time steadying the machine. Keep them both well away from the pedals till you have good control of the handles. Then look down quickly, and catch one pedal, the other foot will follow naturally. I have seen riders put down their feet quickly without steadying their machines, and before they could catch the pedals or reassert their control, run wildly into the gutter and a bad fall. Coasting is so fascinating that it is apt to lead to recklessness; but if you never coast where you cannot safely pedal, and never try a strange hill when you cannot see the bottom, you reduce the danger to a minimum. The brake must be used very cautiously at all times, and only when it is imperative, but it is necessary to practise with it so that it may be used at need.

These few points comprise nearly all that it can be called *necessary* to learn. When they have been mastered, many little things will readily occur to the rider. But it should be remembered that it is nearly impossible to make any accomplishment perfect, and that a good rider will always exert himself to improve. Six months of riding ought to give a good facility, and an easy and complete control of the wheel. Nothing is gained by carelessness or recklessness. Never take an unnecessary risk. Keep the machine well in hand. Sit well up, keep cool, by all means have your eyes and wits about you, and then if any risk is necessary the danger will be decreased. Be courteous on the road. Don't assume the sole right of way to be yours. Never frighten or annoy any man or beast. If

# THE RUDGE RACER

**SELLERS AT HARTFORD, CONN., SEPT. 9, 1884,**

Rode a mile in **2 MIN. 39 SEC.**, beating the World's record.

The following noted flyers also ride the RUDGE RACER:—

R. HOWELL,  
S. SELLERS,  
ELIOT NORTON,  
G. H. WAIT,  
JOHN BROOKS,

ASA DOLPH,  
LEWIS HAMILTON,  
F. WESTERVELT,  
C. H. PARSONS,  
W. M. WOODSIDE,

G. M. HENDEE,  
E. F. TRACY,  
WM. MAXWELL,  
J. H. LEWIS,  
G. D. GIDEON.

The CHAMPIONSHIPS OF ENGLAND, FRANCE, GERMANY, AMERICA, and SPAIN have all been won on the RUDGE RACER.



## AMERICAN RUDGE,

THE ONLY

FIRST-CLASS ROADSTER  
at a Reasonable Price.

Rudge's Unequalled Ball Bearings to both wheels.

Hollow Forks and Backbone.  
Direct Spokes (eighty to front wheel).  
Curved Handle-Bars.  
Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



## RUDGE RACER.

One Mile Record of the World,

**2 Min., 39 Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

Price, 50-in., Enamelled and Nickelled, \$140.



## RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.

The first Bicycle ever ridden  
up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

Weight, 36 pounds.

Price, 50-in., Enamelled & Nickelled, \$140.

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you heed this, you will get courtesy in return.

The great secret for a learner is to "make haste slowly." In bicycling everything depends upon the rider. It is, therefore, in the highest degree important that he fully understand his steed and learn to control it thoroughly, and that he be always cool and self-controlled. To acquire these requisites take time, patience, and intelligent practice, and nothing will replace them.

**CARE OF WHEEL.**—Common sense generally dictates how a wheel should be cared for, and more or less complete directions are so accessible in many little manuals, that a few simple directions are the most practical. Always wipe off well on returning from a ride. Oil a little at a time and often. Watch screws, nuts, and spokes, and keep them tight. See that the tire is firm, and repaired if much cut. Carry oil, a cloth, twine, and wrenches in your saddle-bag. Familiarize yourself with all parts of the machine, but do not unnecessarily take it apart. See that any luggage you may carry is firm. If anything gets out of gear, and you cannot fix it, consult some one who is posted, or take it to a competent mechanic.

When well learned, bicycling is the pleasantest, most harmonious, and beneficial of all exercises, and the most exhilarating of sports. L. H. P.

#### The Facile to the Front Again.

MR. ADAMS, the Facile rider, has once more sent the little machine to the front, and scored the best long distance record for the bicycle. On Friday, 3 October, he made two hundred and sixty-six and a half miles in twenty-four hours. Mr. Ox-borrow started with him and covered two hundred and thirty-four miles.

#### A Wedding Carriage.

A funny, though truthful story reaches us from a place on the Lincolnshire coast very popular with Sheffield and Nottingham people, to the effect that one day early last month a young lady and gentleman rode up to the parish church at the sea-side place referred to, on a tandem tricycle, and in tricycle dress, and having been married by the rector of the parish, remounted their tandem and rode off in the most common-place fashion. The same couple are still frequently to be seen riding tandem in the district where they reside, and they fondly imagine that no knows of their having given a new era to the tricycle as a wedding carriage. A correspondent suggests that there is no reason why bridesmaids and groomsmen should not attend in the same style. "I would certainly be more economical than the general system of carriages and pairs." — *Sheffield Independent*.

#### Club Century.

Six members of the Cambridge Bicycle Club started from the club room at 6 A. M. Sunday, and rode to Salem, reg-

istering there at 7.50. Starting back for Cambridge, they arrived at 9.51, and then made for Wellesley, where they arrived at 11.45, having covered fifty miles. After a few minutes' rest, they returned to Cambridge, where dinner was taken, and at 2.25 P. M. they started for Salem, where they arrived at 4.08. After a stop of ten minutes, the party turned toward Cambridge, Fred W. Haarty being the first one in at 6.30, J. H. Grimes and J. T. Mooney being twenty minutes later. The total time consumed in stops was 2h. 35., leaving the club a record of between one hundred and one and one hundred and two miles, as indicated on three cyclometers, in 9h. 55m., actual time.

#### Buffalo, N. Y.

THE Buffalo Bicycle Club was organized upon the birthday of Washington, 1879, and had for charter members only three persons. Of the original three members only one is now an active wheelman, and he is in the business. We refer to Mr. Geo. R. Bidwell of New York City, who was our first captain, and who is still proud to wear our badge. Like all healthy infants the Buffalo Bicycle Club grew steadily until she now has eighty members. We have had but four captains in the six years of our existence, but otherwise changes are numerous. Four years have we given an annual tournament and banquet. Last year we had the honor of entertaining the Chicago Bicycle Club at the completion of their "Chicago to Buffalo Tour." Last winter we gave an entertainment at which we had Messrs. Canary and Pressey. For that occasion our drill corps was organized, and now is equal to any in the country. Last year we had but one long distance tourist, he was with the Chicago party. The year before two of our boys toured from here to Batavia, Canandaigua, Bath, Watkins and Ithaca. This year our boys had the fever very badly for both touring and meets. At Washington L. A. W. meet, we had six; at the Poughkeepsie C. T. C. meet, one; Toronto C. W. A. meet, five; at Albany N. Y. S. Div. L. A. W. meet, two; Hartford meet, one; Springfield, seven; New Haven, one; Hamilton, Ontario, nine; Chicago "Niagara to Boston" tour, five; Detroit Bicycle Club tour, one; Kennebec tour, one; C. T. C. "Wheel around the Hub," two; and were also seen at a great many other meets. Of the above Lieut. Drullard has attended the most, having been at Washington, Poughkeepsie, Toronto, Springfield, New Haven. He was also a member of the Kennebec Tour and the C. T. C. "Wheel around the Hub." He also rode the first three and the last fifteen miles of the Niagara to Boston trip. Capt. Dakin has also distinguished himself, having been at Washington, Toronto, Springfield, and a member of the C. T. C. "Wheel around the Hub." We have one member who has attended but one meeting—our own—and who

has just completed three thousand five hundred miles as his road record for, so far this year, and who is going to keep on passing mile-stones until snow stops him. Since he has been a wheelman he has ridden nearly twenty thousand miles, and all upon the same wheel. His name is Roland H. James, but better known as "Deacon," and we stand ready to testify as to his truthfulness.

Frequently, our boys make evening runs to Tonawanda and back, a distance of twenty miles there and return, to enjoy the pleasure of riding, and also for a visit to the roller rink there. One night last week a party of five very bold boys made the run after an all-day's rain. The road is a clay road, and all such are usually mean to ride upon immediately after a good rain. Numerous headers and tumbles of all sort were enjoyed, and upon their arrival at Tonawanda they were completely plastered with clay, and consequently in no condition to skate. One took a very neat header into a ditch which was filled with water, and upon swimming out he inquired if the Niagara had changed its course. Upon being assured that it had not, he boldly remounted and continued on.

We have among us a queer specimen of a wheelman, as the following will show. It is a clipping from a local paper:—

"J. H. Addington, the fancy bicycle rider of this city, is a great admirer of dogs and birds. Just like the majority of little old bachelors, he must have a hobby of some kind and chooses anything and everything except a woman."

Hoping to give you more for your next, we sign ourselves

SKINNY VARIETY.

#### CURRENT CALAMO

##### Dogs.

By "FABD."

You wish me to tell you a nice little tale,  
To which you may listen whilst swigging your ale,  
And puffing your bacca in comfort meantime,  
So the antics of dogs I'll select for my rhyme.

Then gather ye round me, and pull at your beer,  
But remember! I have such a sensitive ear,  
That the least interruption my memory clogs,  
And I cease to hold forth on the subject of dogs.

I've told you how boys are the bane of my life,  
And their juvenile notions with mischief are rife;  
But for tricks that a bicycle rider annoy,  
I think that a dog is as bad as a boy.

To look at a dog in a state of repose,  
From the tip of his tale to the tip of his nose,  
You feel that to love him you scarcely can fail,  
From the tip of his nose to the tip of his tail.

But go for a ride! and the very first tyre  
Will cleverly get just in front of your bike,  
Upsetting your balance, and whirling you round  
Like a catherine-wheel, till you *thud* on the ground.

And when you are mopping your rubicund nose,  
You feel that a dog is quite *un autre chose*,  
And vow that to men who on bicycles go,  
A quadruped canine is simply *de trop*.

In the course of a week, having plastered your skin,  
To resume your excursions you gaily begin;  
But a couple of bulldogs are lying in wait,  
And, as you ride past, will fly out of a gate;

They will chevy you savagely, mile after mile,  
Springing up at your calves for a bite all the while,  
So eagerly too, that you only aver

*What an excellent judge of good meat is a cur!*

There once was a dog whose existence was spent  
In worrying riders wherever they went;  
He bothered the writer one day, and I think  
The acid was prussic I gave him to drink;

The body could not be discovered next day,  
But I noticed a pork-butcher over the way  
In his shop hung some newly-made sausages up,  
Which contained, I concluded, the corpse of that pup.

I intend to construct a new bicycle wheel,  
To be made with a fellow of sharply ground steel,  
And the very first dog who gets into my way  
Will be cut into two without any delay.

I guess the bisection unpleasant will be,  
But it will be a little bit novel to see,—  
The head and forelegs of him trot to his home,  
While his hinder extremities stupidly roam.

Without being very dogmatic, I can  
Declare dogs are foes to the peace of a man,  
And in the dog-watch of some calm winter night  
I'll swallow some dogabone to put out my light;

Then dogtors my moribund body will part,  
And there they will find, deep engraved on my heart,  
What had probably never been seen in a *morgue*:  
*The doguerreotype of a horrible dog!*

— *Bicycling Times*.

THE Ixions will hold a road race on election day, running to Yonkers, fifteen miles. Fifteen minutes' start will be allowed for tricycles.

A GROUP of tricyclers indulged in a run from Chelsea last Friday. There were three lady riders, three gentlemen, two of whom were clergymen, and a bicycle contingent of four. Twenty miles were covered, and not a hill was walked.

BANGOR has got the bicycle fever, and a tournament was held on Wednesday last, in which was included a reception to wheelmen, a run to Pushaw Pond, and a race meeting. The whole concluded with exercises to dedicate new club rooms for the Pine Tree Wheel Club.

MR. E. H. CORSON, of Rochester, N. H., has had an interview with Corey Hill. He writes us as follows: I rode out to Corey Hill this morning before breakfast; did not think to climb the hill on account of the wind, but thought I would try it a little, and I rode up the first time. Can do it every day in the week when in condition. Did not have any one to see me, as it was so early. The wind came up so strong that I did not think it best to go out again. Sorry I could not stop around Boston longer, and climb the hill a few times for the "boys."

THE Hawthorne Bicycle Club, of Salem, made a 100-mile run Thursday, 16th, the farthest point visited being East Sudbury. Thirteen members went. They started at six o'clock, and J. W. Landers arrived home at 7.33, and the

others about a half hour later. The running time was 11h. 3m.

THE New Jersey wheelmen will have a club run on election day. An invitation has been extended to the Hudson County and Staten Island wheelmen to join in it, and it is expected that between fifty and seventy-five wheelmen will be in line that day.

WHEN Prince made his excellent record of 2m. 39s. upon a Duryea saddle, Howell and Sellers immediately telegraphed for one each, which they will use in the future.—*Ex.*

THE Connecticut Division L. A. W. has elected Wm. H. Thomas, New Haven, secretary and treasurer.

THE Washington 'Cycle Club has new headquarters at 1023 Twelfth street, N. W.

C. F. Smith, Indianapolis, has been elected secretary and treasurer of the Indiana Division L. A. W.

THE only daughter of Mr. N. T. Apollonio, son of City Registrar Apollonio, who was run over by a bicycle on the corner of Dorchester avenue and Albion street, last Thursday night, died of her injuries Saturday. The girl, who was only eleven years old, was crossing the street at the time she was run over, and witnesses to the affair say that had proper precautions been taken by the rider of the bicycle the sad accident would not have happened.—*Exchange*.

MR. A. H. Overman, president of the Overman Wheel Company, is now in England.

THE Star Drill Squad appeared at the Peabody Rink Wednesday evening last, the occasion being the benefit of the Old Ladies' Home. The boys were treated to a fine supper after the exhibition.

GREAT interest is being shown by the wheelmen of Lynn in the coming races at Franklin Park, on the 24th. The track is *the finest* in the vicinity of Boston, and with good weather the two clubs are bound to make it a success.

THE Boston Club notwithstanding its age, seems as young and lively as ever. On Wednesday it had a very enjoyable and successful reunion of its "Alleged Minstrels," the occasion affording a pleasant musical for the large number of members collected at the club house. The twenty-first of next month is put down for a ladies' night, and on Thanksgiving day, weather and roads permitting, the club will have its annual closing run.

THE Reservoir gatherings really make one feel lonesome as he looks in vain for a Rambler's badge. We suppose it cannot be helped, but we feel sorry that the Boston Ramblers have shut up shop for good.

OUTSIDE of the Boston and Massachusetts Clubs there are no local organizations of much weight. The Crescent

Club has not been heard of for many months, though we met a couple of that club on the road not long ago. True, we occasionally see a Tremont Club man, and now and then a cap with the word Dorchester plastered on it in silver, that we may read as we run, but so far as effective organization goes, there are but two clubs in this city.

MR. E. H. CORSON, of Rochester, N. H., accompanied by his daughter, made a trip from that place to Boston, last week, Mr. Corson riding a Pony Star and Miss Corson a Victor tricycle. The last day of the journey they covered forty-five miles. After a couple days of rest they pointed their wheels homeward. Miss Corson stood the trip well, suffering no undue fatigue. Rochester is seventy-nine miles from Boston by rail and much farther on the highway.

OUR English visitors made a great deal of talk because they could not get anything to drink at Springfield. They had no such trouble in Boston.

DR. N. P. TYLER, of New Haven, Conn., called on us Monday last, at the close of a ride from New Haven to Boston. The last twenty-four hours he made one hundred and twenty-five miles and had an hour and a half to spare when he was with us.

OPINIONS differ as to the desirability of tricyclists having push-off starts in the same way as bicyclists. No reason has ever been published why it is undesirable; and in its favor there is, beside the time consideration, the salient argument of strain to the machine. To apply full power at once in overcoming the inertia of a light-built tricycle means to strain the frame badly, as well as the rider; and there have been several instances this season of chains coming off, and similar accidents happening, at the start, because of this undue strain. Racing bicyclists will not even have steps put on their machines, because the weight of the rider on the back wheel, when mounting by a step, would strain the back wheel and back fork; and the contention of the push-off advocates is that tricyclists ought not to be placed at this disadvantage, but be allowed the assistance of a push-off start equally with the racing bicyclist. — *Tricyclist*.

Now approaches the dangerous time of year for the 'cyclist who drinks water in country places—the time when wells reek of dead leaves, which in their decaying state are just as poisonous as any other form of "sewage" matter. We refer to this point, because we noticed it stated somewhere or another that a pocket filter was an infallible precaution against bad water, and that the 'cyclist who used one could go on his way rejoicing. This is a complete fallacy. Filtering, no doubt, improves water, but that it removes typhoidal germs every man who has studied the point knows is not so. — *'Cyclist*.

THE Capital Bicycle Club had another



enjoyable "Ladies' Night" last week. On these occasions, one of the members with his wife is designated to receive and welcome members and visitors.

AN English inventor has invented and applied for Letters Patent for a very simple and inexpensive connection for coupling tricycles. It consists of a long tube, fitted with flat, perforated bars, inserted in the ends, and arranged to fit the various sizes of seat rods. To couple two tricycles the seat rods are taken out and then dropped through one of the holes in each end into their sockets and secured. The two, three or more tricycles are thus connected, and drive and steer independently. If a Humber and rear-steerer be used, the Humber has an L bracket on the fork to fit the bar. Or if a rear and front-steerer be coupled, a bearing in the rod can fit the fork of the front-steerer, in which case the front-steering wheel is removed.

THE Cambridge Club will hold the second annual reception at Armory Hall, Cambridge, 7 November.

BURNHAM is riding a Kangaroo, and thinks of using it in the races Friday at Saugus.

A BICYCLIST soon forgets the club in which his first lessons were learned. If he be at all a good rider, or adventurous, the confining restraints of a club ride are soon shaken off. He does not care to go over a club route with mechanical accuracy. He would rather strike off here and there into some pretty by-road, going on again as his inclination prompts him.

#### Spokes and Hollow Rims.

THE following correspondence is taken from that excellent paper, *The Cyclist*.

#### STRENGTH OF SPOKES.

I have been reading in your issue of the 24th ult. the letter on the above subject, and as I am particularly interested in this branch of manufacture, I would like to give my opinion on this, in order to compare with the theory of others on the same subject. Addressing my remarks to your correspondent, I would first suggest that the size of the hub, that is between 7in. and 3in., has very little to do with the breaking of spokes, which partly occurs from any of the following causes:—Wire not suitable for the purpose, faulty screwing tackle, and insufficient spokes to resist *transverse* strain. The main cause of breakage, however, I find—from experiments I have been making—is "vibration," hence the advantage which your correspondent derives from the use of string and percha. I would here mention that early this season I adopted exactly the same method—but in the case of a laced wheel, using the string, etc., at the rim end of the spokes—with the most satisfactory results. Your correspondent suggests that probably cheapness has induced makers to unanimously adopt the "direct" spokes, instead of using the old-fashioned nipple. Such, however, is not the case, weight, appearance and utility being the considerations for which the nipple has been

abandoned. Re-butted spokes—undoubtedly these are stronger than the ordinary spoke, but the trouble of putting on a strong head, and the extra expense of drawing, is a great consideration; they also entail a little extra weight. I am of opinion, however, that a wheel can be made with ordinary direct spokes sufficiently strong to stand the roughest roads. I should like to hear more of the suggestion for making a wheel with a "continuous spoke." At present it appears to me there would be some difficulty in trueing such a wheel, and a further difficulty if "the spoke" should break some distance from a railway depot. I may not, however, have clearly understood or interpreted the ideas of the writer.

C. A. P.

#### Hollow Rims.

Sir,—The difference between the weights of hollow-rim and solid-rim wheels, forty-four inches diameter, will be about three pounds each wheel. Such, at least, is the difference found upon exchanging my hollow-rim wheels for a solid-rim pair, the two weighing six pounds more for 46-inch wheels; but as the solid are *stronger* than the hollow were, I calculate that six pounds a pair would be the ordinary increase for 44-inch wheels. The difference does not lie entirely in the rims, but also in the spokes and hub flanges, direct-screwed spokes and drilled hubs being generally a trifle heavier than laced spokes and bored hubs. There are no objections to hollow rims *qua* hollow rims; but the difficulty is the rarity of a maker who can turn out a really durable hollow-rim wheel, the majority of such being very rotten. For example, my old Imperial Club racer (converted to a roadster by the addition of a brake and foot-rest), has very light hollow-rims with the smallest rubbers, but has stood about 4,000 miles of rough road work (including *winter* riding) as well as having a foot of the rim flattened by a brick cart; yet the rims are quite sound, and I am now having them remade with new spokes, the *direct* spokes (not laced) having done an extraordinary amount of work before succumbing to rust. The Invincible hollow rims, too, have a grand reputation for both path and road. On the other hand, some hollow rims turn out delusions and snares. The Invincible style require the spokes to be laced at a tangent, the direct pull of screwed spokes not affording them sufficient support; but although the Invincible itself is a strong and durable wheel, imitations of it have given me a permanent horror of "laced" spokes. Your correspondent can see more on this topic in the current issues of the *Cyclist*, which is at the present time opening its columns to a discussion on the strength of spokes.

FAED.

Sir,—In reply to "C. T. C. 758," may I say that I think hollow rims for road work are a failure. *Reasons:*

They are stiffer, and therefore convey more vibration. They won't buckle, they break. They are not strong enough. If with double section, which is larger, they must weigh less than solid rims, which are smaller: it stands to reason the material must be less than half the thickness of the solid, and solid rims are not *very* thick. Also at the end of each spoke there is a little square block of iron or steel, about three-eighth inch each way, and about as thick as the material of the rim; these are not weighed in with the rim, but even if they don't weigh much each, say about eight to the ounce, in a wheel with sixty spokes, that makes about one-half pound difference: this is not counted, of course. I may add that I had hollow rims of about the best pattern to my machine, but about every three days my wheels had to be trued, spokes pulled through, and played other little tricks of their own accord; also, before I had ridden my machine ten days there were two cracks in the rim, and three of my friends, all well known in the wheel world, who had rims of the same make as my own, cracked them, one rim going in four different places—so stick to solid rims. I firmly believe that for road work they are as light as hollow rims made for that purpose, and they are unquestionably stronger.

W. S. HOLDING.

Sir,—In reply to "C. T. C. 758," I have had some experience with hollow rims, and I should recommend him to have nothing to do with them. A year ago my brother had a pair of 54-inch wheels made for him, with seven-eighth inch hollow rims: they appeared to be very rigid, but after a short time spokes began to break, and latterly they went at the rate of six or eight per day. After running 2,000 miles they completely and suddenly collapsed. As a contrast to this, I have a pair of 56-inch wheels with ordinary rims of inch section, and they have carried me (thirteen stone) 5,300 miles so far, and appear to be as good as ever. One spoke only has shaken loose, and the first breakage of a spoke occurred three weeks ago, after 5,075 miles had been scored. I ride fast over bad, lumpy roads, and never spare the machine. A well known 'cyclist told me that he had had a pair of wheels fitted with another make of hollow rim, and they also collapsed suddenly on the road. It seems that rain gets into the interior at the spoke holes, and corrosion goes on. There is apparently no effective remedy. The saving in weight is very trifling. In the 54-inch wheels it was one and a half pounds per wheel. The tyres, too, require to be very carefully cemented in, as they are much more liable to come out.

F. S. H.

#### RACING NEWS

T. W. Eck, on a bicycle, defeated the pacer "Black Jack," in a race, quarter-mile heats, at Bethany, Mo.,

3 October. Eck won the first heat in 46s. and the second in 42s.

**THE Whirling Wheelmen**, of Baltimore, Md., held their second annual fifty-mile race at Druid Hill Park, 9 October. The track was heavy and the wind troublesome. Louis Hetz won in 4h. 6m. 2-5s.; Harry Schaefer second, and H. Weaver third.

A RACE meeting will be held at the Franklin Trotting Park, Saugus, under the auspices of the Lynn clubs, on Friday, 24 October, at 2 30 P. M. The following races will be run: One-mile, open to Lynn Clubs; three-mile, professional; one-mile, without hands; five-mile, record; one-mile, 3.20 class; two-mile, handicap.

**TORONTO, ONT.**, 11 October. — Sports of the Queen's Own Rifles: One-mile bicycle race, Private Orr (1), 3m. 43s.; Sergeant Thompson (2).

**BETHLEHEM, PA.**, 9 October. — Sports of the Lehigh University: Two-mile bicycle race, M. S. Ramsey (1), 8m. 11 4-5s. Slow race, R. W. Lee (1).

**NORTHAMPTON, MASS.**, 18 October. — Tournament of the Agricultural societies: The one-mile bicycle race was won by F. W. Westervelt, E. W. Porter and Joel Hayden, Jr., of Northampton followed, while Shearn, of Lee, took a header over the fence. The two-mile race was to be raced in heats, the winner to take two heats. One heat was raced, and George M. Hendee took it in very slow time, — something like 7m.; Hayden and Porter followed.

**MANCHESTER, N. H.** — The Manchester Bicycle Club held its annual meeting at Manchester Driving Park, 18 October. There was a good attendance of spectators, and the sport was interesting. In the one-half-mile race Frank O. Moulton finished first; time, 1m. 49s. He won a L. A. W. pin; Edward M. Sturgis, second prize, Lamson bundle carrier; John N. Pearson, third prize, tourist's delight drinking cup. In the eight-mile handicap race Nat K. Noyes won a gold medal; time, 36m. 4½s. He was followed by Moses Sheriff and John N. Pearson, who proved winners of prizes. The consolation race was won by Sam C. Kennard. E. A. McQuestion acted as referee and handicapper.

**SPRINGFIELD, 16 October.** — Field day of the G. A. R.: The event of the afternoon was the trial of George M. Hendee to beat the world's bicycle record of 2m. 39s. A large number of bicyclists were present, and when the favorite appeared he was greeted with continued applause. He was dressed in his usual black tights, and was accompanied by John S. Prince and F. W. Westervelt. Hendee was in excellent condition, and expressed his opinion privately that he could lower the record. The weather was, however, against him. His start was a hard one, but he was soon under way and spinning down the half-mile track. It was seen at the first quarter that he was not going to break the record, although the crowd showed great enthusiasm, cheering him repeatedly. He came in at a rattling gait on the last quarter, making the mile in 2m. 42 4-5s. His best previous record, made at the September tournament was 2m. 45s. C. H. Parsons acted to-day as time-marker, M. D. Gillette as starter for Hendee, and G. E. Robinson and W. C. Marsh, all of the Springfield Bicycle Club, as official timers. Four stop-watches in the judges' stand gave the same result as that announced. Hendee's first quarter was made in 38m. 1-5s.; half, 1m. 20s.; three-quarters, 1m. 59s.; mile, 2m. 42 4-5s.

**ROCKFORD, ILL.** — Meet of the Illinois division: One-mile championship, Phil. Hammell (1), 3m. 22½s.; L. W. Conkling (2); N. H. Van Sicklen (3). Two-mile handicap, W. G. E. Pierre (1), 7m. 36½s. Slow race, 200 yards, J. S. Gibson (1), 4m. 29½s.; B. B. Ayers (2). Five mile championship, Phil. Hammell (1), 18m. 25 2-5s.; N. H. Van Sicklen (2). One-mile tricycle, handicap, G. S. Hart, 100 yards (1), 4m. 46½s.; L. W. Conkling, scratch (2). Three-mile, W. G. E. Pierre (1), 11m. 12s.; C. H. Wilcox (2). One-mile consolation, N. H. Van Sicklen (1), 3m. 23½s. One-

mile, for championship of Rockford Club, C. H. Wilcox (1).

**OMAHA, 11 October.** — Meet of the Omaha Bicycle Club: Half-mile, F. M. Shaw (1), 1m. 21s.; C. M. Woodman (2), 1m. 41½s. One-mile, two in three, W. Patterson (1), 3m. 58s.; Roy Runrie (2). Two-mile, W. Patterson (1), 6m. 54s.; John Nicholson (2). Three-mile, W. Patterson (1); F. M. Shaw (2). Five-mile, John Nicholson (1), 17m. 5½s.; J. G. Hitchcock (2).

**SCRANTON, PA.**, 16 October. — Tournament of the Scranton Bicycle Club. The affair opened with a parade, in which 125 wheelmen participated: One-mile, C. E. Titchener (1), 3m. 9s.; C. H. Rogers (2). Half-mile, novices, C. M. Smith (1), 1m. 34½s.; J. A. Mott (2). One-mile, club championship, J. R. Schlager (1), 3m. 15s.; J. A. Spencer (2). Slow race, Frank Parrott (1). Three-mile, State championship, J. R. Schlager (1), 10m. 9s. One-mile, run and ride, C. H. Rogers (1), 4m. 26½s.; C. B. Ripley (2). Five-mile, C. E. Titchener (1), 18m. 31s.; C. H. Rogers (2); J. R. Schlager (3). One-mile, consolation, F. J. Bayless (1), 3m. 37s. Tug of war, Binghamton Club (1); Scranton Club (2). An entertainment in the evening closed the festivities.

**WASHINGTON, 17 October.** — Races of the Washington Club: Five-mile club race, Howell Stewart (1), 19m. 12½s.; Rex Smith (2), 19m. 39s.; T. A. Berryhill (3), 20m. 05s. One-mile, novice, W. H. Benton (1), 3m. 20½s.; A. T. King (2), 3m. 21s.; C. E. E. Flathers (3). Three-mile handicap, Howell Stewart, scratch (1), 11m. 18½s.; T. A. Berryhill (2), 12m. 05s. Half-mile, Wm. E. Crist (1), 1m. 27½s.; L. N. Kruger (2), 1m. 31s.; Will Robertson (3); Howell Stewart (4). Two-mile, handicap, J. C. V. Smith, 15s. (1), 6m. 42s.; Jaas Saltzman, scratch (2), 6m. 54 4-5s.; A. T. King, 15s. (3), 7m. 05. Half-mile, handicap, boys, Hobart Berrin (1), 1m. 57s.; C. C. Clements (2), 1m. 59½s. One-mile, Wm. E. Crist (1), 3m. 12s.; L. N. Kruger (2), 3m. 12½s.; J. C. V. Smith (3), 3m. 19½s. Two-mile, Howell Stewart (1), 7m. 19½s.; Rex Smith (2), 7m. 20½s. A strong wind prevented to a certain extent better time being made. The new track proved good, the corners are raised and there was no cutting in.

**BRISTOL, PA.**, 11 October. — Race meeting under the auspices of the Bristol Bicycle Club: The three-mile race was won by William Wright in 11m. 25s. against a high wind. Mile handicap, Mr. L. H. Cone in 3m. 51½s., with G. Schless second in 3m. 52s. One-mile race, Thos. Scott in 3m. 38s., Mr. Ridge second. This race was followed by an exhibition of fancy riding by Mr. Geo. S. Hart. The half-mile, 2.30 class, was won by Mr. L. Morris in 1m. 58s. The half-mile following was won by the favorite of the day, Mr. Wm. Wright, in 1m. 38s., with Scott second in 1m. 40s.

## WHEEL CLUB DOINGS

**EUROTA CLUB.** — At the annual meeting for the election of officers of the Eurota Bicycle Club, of St. Louis, Mo., the following were elected to serve for the ensuing year, viz.: Richard E. Perry, president; H. C. Cranz, captain; Geo. M. Francis, lieutenant; Arthur Young, secretary.

## 'CYCLISTS' TOURING CLUB

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**Illinois.** — N. H. Van Sicklen, 161 Wabash avenue, Chicago.

**Massachusetts.** — H. W. Williams, 258 Washington street, Boston.

**New Hampshire.** — W. V. Gilman, R. C., Nashua.

**New Jersey.** — Dr. G. F. Marsden, Red Bank.

**New York.** — Dr. A. G. Coleman, Canandaigua.

**Ohio.** — Alfred Ely, 873 Prospect street, Cleveland.

**Pennsylvania.** — G. D. Gideon, 1725 No. 21st street, Philadelphia.

**Rhode Island.** — J. A. Cross, Valley Mills, Providence.

**Wisconsin.** — B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

**APPLICATIONS FOR MEMBERSHIP.** — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): W. H. Hutchings, 102 Slater avenue; G. W. Fosmire, 387 Scoville avenue; W. C. Sly, 203 Canal street; W. F. Knapp, 578 Woodland avenue; F. B. Meade, 24½ Longwood avenue; C. T. King, 300 Huntington street; C. A. Paine, Wilbur street; Wm. Campbell, 3 Eagle; H. A. Spear, 21 Bolivar, — all of Cleveland, Ohio. S. H. Morell, New York; C. F. Judson, 123 East 21st street, New York City; W. F. Judson, 123 East 21st street, New York City; Miss M. G. Reed, 80 West Newton street, Boston, Mass.; Dr. Henry S. Drake, Main street, Westboro', Mass.; Frederick White, 11 South street, Westboro', Mass.; Robert W. Evans, Hudson, N. Y.; Edward P. Baird, 20 Murray street, New York.

**APPOINTMENTS.** — Hotel for Lancaster, N. H., the Lancaster House; hotel for Derry Depot, N. H., the Hotel Bradford; hotel for Lehigh, Pa., the Exchange Hotel.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B. — Consuls wanted in every city and town in Canada.

### Sign-Board Fund.

THE following subscriptions to the sign-board fund have been received by me: —

ABBOT BASSETT, *Treasurer.*

Previously acknowledged.....	\$23 25
W. V. Gilman.....	5 00
Total.....	\$28 25

## TO CORRESPONDENTS

S. M. — A little hot rubber cement will secure your handle, and the same will prevent your step from rattling.

J. S. — You can prevent the nickle from being affected by the weather by covering it with white varnish. It does not detract much from its lustre.

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NOVICE. — Have your machine painted or enamelled by all means.

LIGHT WEIGHT. — The Surrey Machinist Company build a very light tricycle. We think a good central geared machine would suit you. Need not weigh over eighty pounds.

SAFETY. — You can obtain a Kangaroo from Stoddard, Lovering & Co. or Wm. Read & Son.

H. E. DUCKER. — The poem from *Wheeling* appeared in the *World* in the summer of 1881, and was published in *Wheeling* without credit.

WINTER. — Last year there was a heavy snow storm that stopped riding 17 November, but the roads were smooth enough to allow riding on Thanksgiving Day. In 1882 the first snow storm occurred 17 December, and there was good riding up to that date. Don't put away your machine yet.

PROFESSIONAL. — If he has played in a polo club with and against professionals, he has made himself a professional.

LADY RIDER. — A lady friend of ours uses a curtain dependant from the cross-tube behind and fastened at the bottom by wires to the frame. The curtain is made of enamelled cloth and it effectually hides the movement of the feet. The same lady has a leather guard over the rack and pinion.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**A BARGAIN.** — Cheylesmore Sociable Tricycle, 1884 pattern, half nickelled and japanned. All improvements. \$175 net cash. No offer under \$175 will be entertained. H. C. DOUGLAS, 362 Broadway, N. Y.

**FOR SALE.**—ROYAL MAILS.—Second-hand but little used. One 50-inch, one 54-inch, one 58-inch. Also, several second-hand Tricycles of different makes. **WILLIAM READ & SONS**, 107 Washington Street.

**WANTED.**—A second-hand Bicycle. Same size as a 52-inch Columbia. Must be in good order, and cheap. Send price and description to **WILLIAM H. GORDON**, Ellenburgh Centre, Clinton Co., N. Y.

**FOR SALE.**—One 54-inch American Star bicycle, plainly finished, with rocker pedals, used only once, exactly as good as new; price \$70. **W. P. MARSH**, Springfield, Mass.

**FOR SALE.**—One 54-inch Royal Mail racer, used at the Springfield and Boston races by Chambers; comparatively as good as new; price \$95. **M. D. GILLET**, Springfield, Mass.

**FOR SALE.**—One 52-inch full-nickelled American Club but little used, and in excellent order; cost new \$152.50, will sell for \$100 cash. **CHAS. BRECK**, Springfield, Mass.

**FOR SALE.**—A Columbia tricycle, with tool-bag and tools, bell, and a \$4.00 cyclometer; it has been used but little, had the best of care is in perfect order, is nearly as good as new, and will be delivered on the cars in E. Pepperell securely crated; price, if sold at once, \$130; reason for selling, is the necessity to purchase a team. Address **REV. L. A. BOSWORTH**, East Pepperell, Mass.

**FOR SALE.**—A Dual Convertible Sociable Tricycle; balls all around; in perfect condition; cost \$28; sold for no fault. Address **DUAL**, 2 East 60th Street, New York.



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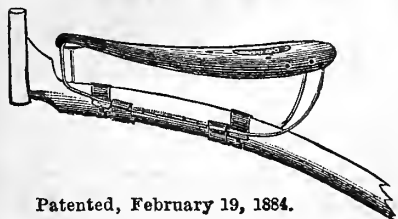
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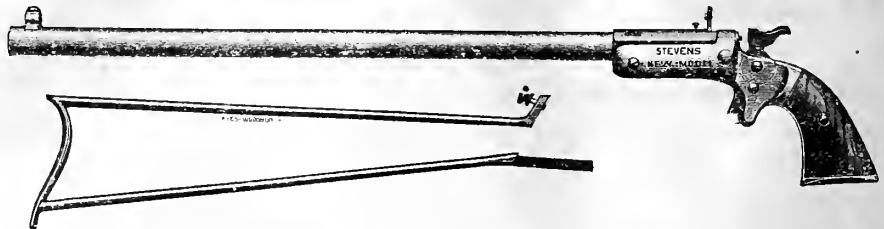


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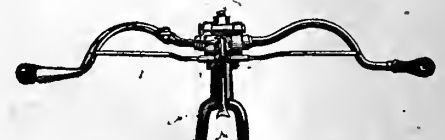
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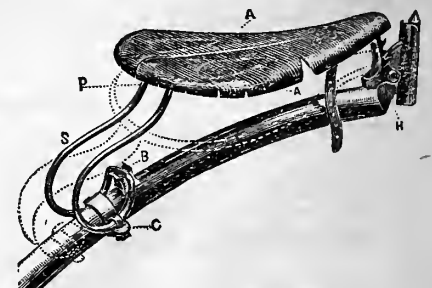
Will allow the rider to strike on his feet when thrown from his machine.

Is as rigid as the original bar and will not wear nor work loose.

Is fully guaranteed.

THE LILLIBRIDGE

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Is adjustable in height, width and tension. Positively the easiest saddle ever placed on the market.

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Price, \$3.50; Nickel Plated, \$4.75. Send  
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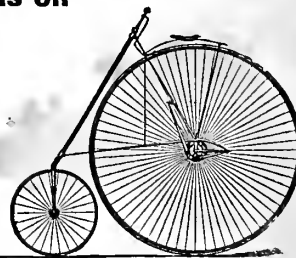
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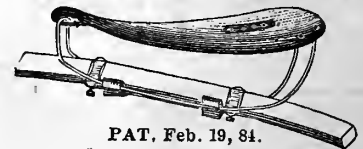
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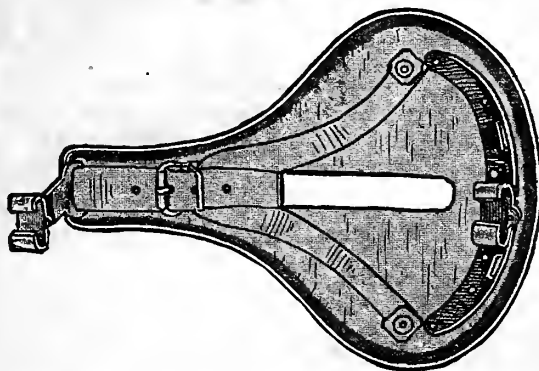
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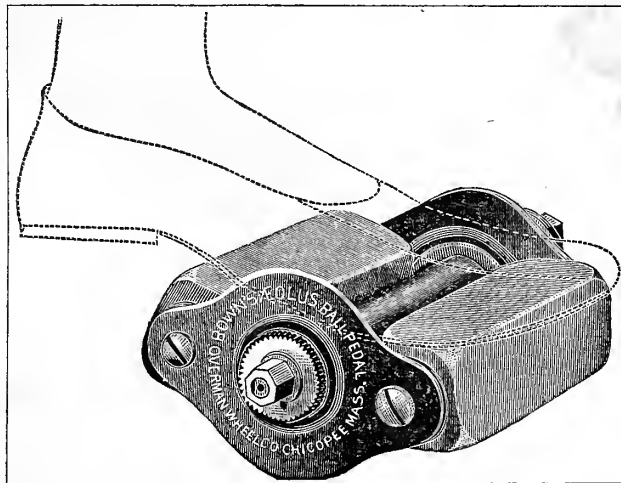
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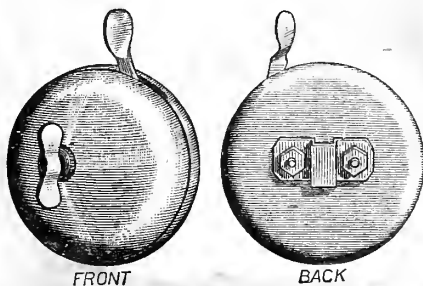
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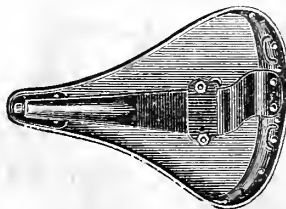
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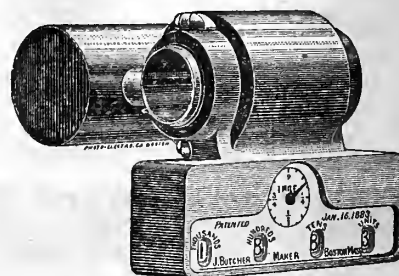
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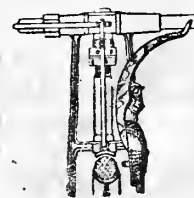
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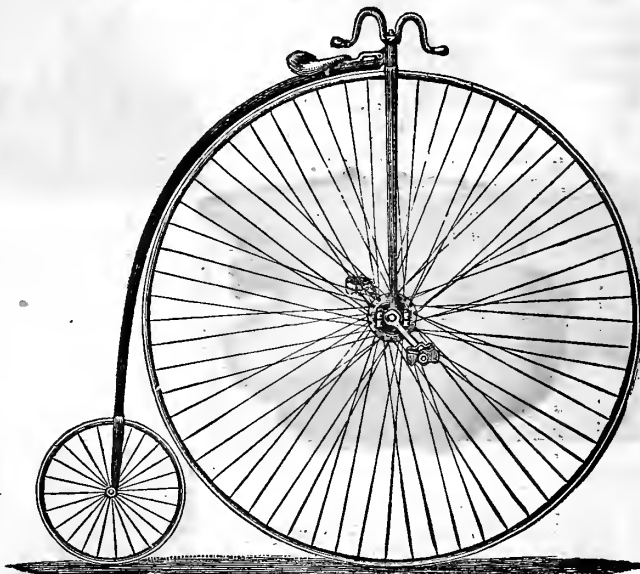
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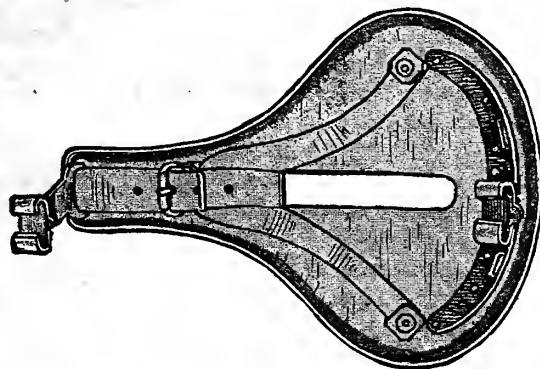
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Published every Friday

— BY —

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8 Pemberton Square, Room 12,

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J. S. DEAN . . . . . EDITOR  
 ABBOT BASSETT . . . . . MANAGING EDITOR  
 C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 31 OCTOBER, 1884.

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### TWO POINTS.

THE bicycle is nearly perfect; that is, the leading machines are so good in every respect that there is little to suggest in the way of improvement. The backbones are now being made of such thin tubing that there is very little material for the screws of the ordinary step to attach themselves to. The result in very many cases is a loose and rattling step, and in

some cases it is lost entirely. Moreover, the boring of holes in the backbone, while it may not materially weaken, does not certainly add to its strength. Some of our leading dealers use adjustable steps on all their bicycles, and as there are some very simple and efficient patterns of detachable steps, we would suggest that all new machines be made without permanently fixed steps. This may seem, and perhaps is, a very small matter, but even so slight an improvement in all really first class machines is desirable. Detachable and adjustable steps possess some advantages and are in every way to be commended. We should like to see good sized tires on the rear wheels of bicycles. We believe that much unpleasant jar will be saved by good, generous tires. This of course, means weight, but a pound or two there, will, we think, be an advantage, and render 'cycling comfortable, enjoyable and beneficial.

A GOOD stout hollow tube can be used to advantage on tricycles for seat rods. It would save weight, and in every way be as good as a solid one.

WE never fully appreciated the pleasure to be derived from a cyclometer until a few days ago, when we had a Butcher fitted to our bicycle. The old fashioned ones that compelled a dismount to read, and in many of them no end of figuring to compute the result, were a nuisance. With the Butcher one can sit calmly in his saddle and reel off the miles, seeing each one register as he progresses.

ALTHOUGH the subscription year ends Dec. 31, there were twenty applications for membership to the C. T. C. last week. Considering that only a little over two months advantage can be gained from the payment, this is a remarkably large number, and shows what a stronghold this association is obtaining on the wheelmen of this country. — *Herald*.

Yes; many are no doubt led to hand in their names for membership at this time, by an unfamiliarity with the rules. It would be a highly proper and honest proceeding to notify all applicants that they will be called upon for annual dues again in a few weeks.

THE discussion which is now being waged in the *Cyclist*, on spokes, shows that there is a good deal of difference of opinion. It also shows that spoke breaking or shedding is not uncommon. But

beyond the fact that tough, fair sized wire carefully fitted either directly or on a tangent is necessary, but little has so far resulted. We are inclined to favor hollow rims and tangent spokes for our experience with them has been favorable. Beyond the breaking of a few spokes out of a machine with very fine ones, we have never had any trouble with hollow rims or tangent spokes. With direct ones we have had them loosen and the wheel out of truth. In fact, one of the worst falls we ever had was from a wheel with solid fellow and direct spokes buckling under us. If direct spokes are used they should, we think, be butt-ended, and a good long thread used at the hub end. Why tangential spokes, especially those not laced cannot be butt-ended is beyond us. The new Andrews spoke seems to meet with favor and we should fancy it might be a very good thing. This method of adjustment can be used with tangent as well as direct spokes.

WE believe that the size of tricycle driving wheels will be reduced. In fact, there is no reason why wheels larger than forty-four inches in diameter should be used. The only advantage in large wheels is that they roll over obstructions with less jar than small wheels, but this advantage is exaggerated. The saving in weight and an increase in the strength by a reduction in size, are not to be overlooked, while a small wheeled tricycle is less cumbersome and more attractive in appearance.

THE wheelmen of New York are casting about to see which candidate for mayor they shall support. The incoming magistrate will have the power to change a majority of the park board, and it is important to wheelmen that men friendly to the cause be appointed. We hope their efforts will be fruited with success.

ONE of the English wheel papers, with surprising enterprise, gives place in its columns to pictures of the steamers in which the victorious racing men returned to England. We think very strongly of presenting our readers with a picture of the locomotive which carried Hendee to Springfield when he broke the quarter-mile record of the world.

WHEELING is so common in England that it has become unsafe to carry a tool-bag unlocked. Every man over there

has use for wrenches and oil-cans, and it is not safe to leave them around. It is said that locks secure property from honest people only, for the rogue does not stop for bolts and bars, and our English brothers have got to protect themselves from honest men by locking their tool-bags.

THE English postal authorities have equipped a number of miniature vans to be worked by the ordinary tricycle mechanism. The are painted bright red, and marked "Parcel post." They are used for collecting and distributing in the suburban districts. Our letter carriers tell us they would be benefited by a machine that would run up-stairs for them, and that a tricycle would be of little use in city distribution. We can well understand this, but we can see that they would be useful in collecting from the street boxes.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

#### Buffalo Pioneers.

*Editor Bicycling World:*—"Skinny Variety" in your issue of 24 October, 1884, is guilty of very careless inaccuracies as regards the Buffalo Bicycle Club. His statement that of the original three members only one is now an active wheelman, is utterly false. As both Dr. H. T. Appleby and myself are the ones referred to, we most emphatically refute such slanderous and apparently intentional misstatements of the real facts. "Skinny Variety" could easily have ascertained the truth if he had been so inclined.

Dr. Appleby's standing as an active and vigorous rider is known to all wheelmen here, and in justice to myself my own record this year exceeds any previous year that I have ridden since the summer of 1878.

Trusting that you will correct the false statement as the pioneer riders of Buffalo wish it distinctly understood that they are in active condition and enjoy the sport better than ever. Yours obediently,  
BUFFALO PIONEER 1878.

#### No More Slander, Please.

*Editor Bicycling World:*—I trust that the editors of the BICYCLING WORLD will not lend the columns of their paper to another cross fire of slang and abuse. To say the least, it does not tend to harmonize the League. I was present at the meeting of the N. Y. S. D. of the L. A. W. held at Albany, and heard the report of Mr. Kidder as treasurer. It

was correct and proper that he should report in full what had come into his hands from Mr. Browne. Embodied in the same report was a simple, plain statement, relative to the eleven members of the Albany Club, whose application for membership had been made through Fred Jenkins, and there was no credit found in said account for one half the entrance fee. Mr. Jenkins was present, and sat there with his mouth sealed; having every opportunity afforded to explain. After quite a pause some friend of his in order to relieve the embarrassment moved that the report be accepted, striking out all personalities. Thus following the example and action of the annual meet at Washington. Why could not Mr. Jenkins have made the same explanation at Albany that he did in your issue of 17 October. It would have saved Mr. Kidder the trouble of setting himself right in your issue of 10 October, and Mr. Jenkins writing his abusive letter in issue of 17th.

Mr. Kidder I esteem as a true gentleman in every sense of the word, and not deserving of such accusations, who together with Mr. W. V. Gilman who must be again brought up and slandered have never been "sat down upon" half so badly as some one else.

A. G. COLEMAN.

#### No Crank for Him.

*Editor Bicycling World:*—My attention has been called frequently to a little article that is going the rounds of the press, as follows: "Frazier will ride the crank bicycle next season," and I wish to say, through your valuable paper, that I shall ride the Star if I race next season. I do ride a crank machine occasionally, and have owned one for some time, but the Star is my favorite, both as a roadster and racer.

Yours, truly,  
CHARLES H. FRAZIER.

#### The Mutual Admiration Society.

*Editor Bicycling World:*—My first feeling on reading the recent editorial in the *Wheel*, of 10 October, in regard to our division of the 'Cyclists Touring Club was one of indignation at the writer, but when I came to consider that he probably has not kept himself posted as to our numerical strength, the feeling gave way to one of sympathy that a fellow member should not keep himself better informed. But in the next issue of the *Wheel* he did a very graceful thing, and made atonement by printing in full the circular sent to each member of our division privately, notifying them of the new departure in the routine work of the division which makes the office of state consul an active one, and will probably thin out the drones, and result in our having an efficient staff of officers to assist our hard working chief consul.

We must consider the "taxation without representation" bugbear, which has been drummed in our ears by certain members in our division, who want the earth with the water moved off, a thing of the past, for we have now three repre-

sentative councillors, among them one of the ablest men in all England, who will guard our interests as carefully as any one of us. "My idea of receiving some benefit" would be that the *Monthly Gazette* is a full equivalent for the greater part of my yearly dues, and my C. T. C. ticket was the means of saving me enough on my hotel bill, at the best hotel in the United States last month, to pay my dues for the rest of my life, so our friend will see that some of us are not as "sadly mistaken" after all, and if "our hard-working brethren in England" do not deserve a "complimentary benefit" for the noble work they are doing all over the civilized world in the interest of our favorite sport, which I consider they do deserve, then let our editorial friend work with us in making the American Division the body of the dog, instead of the tail, and I will help him wag to his heart's content.

This chronic scouting of everything English which I meet occasionally, even among intelligent 'cyclists, would be inexplicable, if I had not seen a few of those very poor copies of Englishmen, termed by us anglo-maniacs which we find among a certain class of Americans, but there is no truer-hearted gentleman or better man on this footstool of ours than a genuine English gentleman, and there are thousands of them in the 'Cyclists' Touring Club, and if the American Division should need help at any time, and in any way, it may confidently rely on each and every one of the English divisions for the heartiest friendship and support. We do all of us entertain considerable "admiration" for one another, and sincerely hope it will always be "mutual."

CHARLES H. POTTER,  
R. C. C. T. C.

#### Mr. Kidder to Mr. Jenkins.

*Editor Bicycling World:*—If Mr. Jenkins's reply to me in your issue October 17 was not so misleading I should deem it unworthy of notice, but as it is, the "habitudoinous crank" will come to light once more. Mr. Jenkins, you seem to ignore the fact that my report only gave the facts as far as I had been able to get at them, and as I was only in office three weeks, before the report was made, I had no time to carry my investigations farther.

My authority for saying that these names and money were sent you was a letter from the treasurer of the Albany Bicycle Club to that effect.

As I look at it, it was my official duty to include in my report the result of my investigation as far as I had gone, and leave the incoming treasurer to continue the same, which I did.

You accuse me of jumping at conclusions; allow me to say that I think you could, with more propriety, apply that phrase to yourself, as my report read "where the money is remains to be seen," indicating, as I intended it should that this was as far as I had had time to investigate, consequently your sweeping

assertion "you jump at conclusions and accuse me of retaining money that belongs to the League" is without any foundation in fact, as certainly, no fair-minded man can justly accuse me of the serious charge you prefer.

I beg to inform you, Mr. Jenkins, that my personal opinion was contrary to the view you take of my official report, consequently it could not have influenced it, and as I insist that I have made no accusation, I can therefore make no apology.

Another assertion of yours (*i. e.*). "Both you and your chum Gilman, have tried the game before," so far as I am concerned is utterly false, and I never had the pleasure of meeting Mr. Gilman but once, if I remember correctly, consequently have never had the honor of being, as you term it, his "chum."

I believe Mr. Jenkins that I have answered, I hope, satisfactorily, the points in your letter worthy of notice; and as you seem to have such a thorough knowledge of what, under the circumstances is due from one gentleman to another, I shall of course, expect an apology, — for addressing me in such a familiar manner as "Kid" (as we are not "chums"), if not for assertions based evidently upon a mistaken view of the case.

H. S. KIDDER.

ELMIRA, N. Y., 21 Octob r, 1884.

#### A Few Points in Reply.

*Editor Bicycling World:*—I almost concluded that I was a candidate for the presidency of the United States after reading your last issue, which reminded me forcibly of the tone of your paper a year ago, for which many of your readers must feel sorry. I dislike controversies and do not propose to enter into any if I can help it, but as long as our friend Gilman has risen from the dead, I think it necessary to say a few words in reply to his last letter.

Regarding the Arlington meeting Mr. Gilman should "tell the truth." On 18 May the little hypocrite shook hands with me, while in his pocket was his notorious report which he read next day after declaring the night before that all feeling was at an end. This may be a fine sense of honor with the eastern gentlemen but I am happy to say the New York code differs somewhat.

Now as to the more vital points of the expenses I have merely to say that each month my account was handed to Dr. N. M. Beckwith, the president of the League, who as a member of the finance committee *approved the same before it was paid*. That members of the League prefer to believe and trust Dr. Beckwith is shown by his unanimous reelection, while Mr. Gilman was — well, to be charitable — disposed of.

Mr. Gilman has no less than four times told us that he personally paid his own expenses of stamps, mucilage, etc. While it is nothing more than what nearly every League officer has done, yet the public must be tired of hearing it by this time, and if he will name the

amount, I will get up a subscription to defray the same.

In conclusion, Mr. Editor, I must say I think the public are sick and tired of this boyish nonsense. I regret exceedingly that you are so pressed for copy as to be compelled to fill your columns with personal trash. If you seek to damage my reputation, do so in a manly way. Make the accusations in person to my face, and not behind my back, when I am lying disabled from a dislocated knee.

Yours respectfully,

FRED JENKINS.

NEW YORK, 27 October, 1884.

### NOVICES' COLUMN.

#### Advice to an Embryo 'Cycler.

*For the Prize.*

AND so my young friend you want to become a rider of the silent steed. I say young, for any man who is not too old to want to ride a bicycle is still fit to be classed among the young.

I will assume it is a bicycle that is the object of your ambition, though much that I have to say will apply equally well to tricycling.

Well, in the first place we must follow the system laid down by good Mrs. Glass, "First get your bicycle;" and how shall you pick it out? Well, in the first place learn something about the various patterns of machine. I would n't give a fig for a man to whom a bicycle is a bicycle, — and nothing more, — to whom an Expert is no better than a Mustang, or a Yale Light Roadster than one of many machines sold in England for £4 10s. 6d.

Get a copy of Sturmeys' Indispensable Handbook, study it carefully, learn something of the relative merits and demerits of solid and hollow forks, parallel, cone and ball bearings, of various kinds of springs and saddles, get some general idea of the anatomy and physiology (so to speak) of the bicycle; examine all the machines you can, — talk with all the old riders, and make your choice deliberately.

If you have access to a riding school avail yourself of it by all means; it will save time, temper, and cuticle; but if you must "go it alone," don't be dismayed; many a good rider has been self taught; a cool head and a firm hand will overcome all obstacles.

If you have to teach yourself, my advice is to buy one of the cheaper, well made machines, one with plain or cone bearings, instead of balls — rather stout and heavy, and a size or two smaller than you can easily reach. You can often buy such a machine second hand in fair order for a comparatively trifling sum, and it will serve just as well for your first season as the most costly and delicate wheel you can buy, and stand the inevitable banging that a beginner gives his wheel much better. No use to buy a costly wheel full size first year. You ought not to ride your full size at first any way, and if you have a costly wheel

at first, you will be timid least you injure it, and will thus acquire bad form in riding, and besides after you have ridden a year, studied up the details of construction in the light of experience, you will be sure to want a change at the beginning of your second season, and the cheaper wheel can be disposed of at less loss than the costly one.

How about size. Well, the only way to get a fit is to try on some wheels. The lists for leg measure, etc., given in makers catalogues, are only approximate; much depends on closeness of build and narrowness of tread in the machine, and on the build of the rider. The position of the saddle is also an item. The beginner should (for safety) ride with saddle set well back; hence further from the pedals, hence he should ride a smaller wheel. In trying on a wheel, set the saddle well back from the head, let the pedals out as far as slot in cranks will allow, then have some one hold your machine while you mount, and if you cannot keep *firm* pressure of the balls of your feet on the pedals, *all* the way round without lowering the toe below the heel, while your friend pushes the machine forward, the machine is *too big* for you. The temptation always is to ride too big a wheel, but the beginner should always ride a machine *well within* his reach both for safety and comfort. After you have learned to ride well you will find you can reach a larger wheel with ease, and you can also use shorter cranks without too much loss of power, but till you have learned to use your muscles to the best advantage, don't shorten up the short end of your lever (the crank) too much. Now having picked out a good stout honest machine with handles of medium length, and *full inch* tire to front wheel, take it home and look it all over, take it all apart and clean and oil it, and put it together again yourself. You'll be sure to learn something to your advantage something that will come handy some day on the road.

Now you want to learn to ride. Well, if you can get some friend to hold up the machine by backbone and handle while you mount, and then push you around while your feet rest lightly on the pedals, and follow, not control, their motions, and your hands grasp the handles lightly but firmly, why, so much the better; but if you must depend on yourself entirely, get up early and start for some quiet bit of smooth country road with a slight down grade. Push your bicycle in front of you by standing on its left, resting your right hand on the backbone just back of the saddle, and your left hand on the left handle. After a bit you will find that you can guide the wheel very well with the right hand on the backbone only, and this is valuable practice. Having arrived at the summit of your little hill, stand directly behind the machine with the little wheel between your feet, and your hands stretched forward and grasping the handles. Now put your left foot on the step, give two or three



hops forward with the right and rise to a standing position on the step. Make no attempt as yet to reach the saddle, but just guide your wheel down hill by inclining your body towards the side towards which you wish to turn, and by pulling gently on the handle towards which the machine seems inclined to fall. When you fall or the machine stops, turn back and push your bicycle up to your starting place, and repeat this performance till you have gained confidence, can steer a pretty straight line, can step down (on the right foot first) before the machine has lost all headway and giving a hop or two, remount the step without much wobbling. You are then ready to learn to mount. Start as before and after riding a few yards on the step, raise your right leg slowly and carefully, and hook it over the saddle. Do this several times, till you can do it without causing the machine to wobble. Now comes the moment.

Take a fresh start, stand on the step a few yards, hook right leg over saddle and then rising on your left toe slide yourself into the saddle. Don't spring into it or your chances of taking a header are A No. 1. Once in the saddle don't be in too much of a hurry to get your feet on the pedals or you may put pressure on the rising pedal which by checking the headway of the bicycle, but not that of the rider of will cause them to part company, as the momentum of rider will surely carry him forward over the head of his machine. When you are fairly in the saddle let your feet seek the pedals, but put no pressure on them. Let the feet simply follow them around and let the machine run on till it stops of its own accord; when it is nearly stopped, lean a little to the left side, keeping the handles straight, and the machine will gently tip that way and let you down on the left foot which must be taken from the pedal and stretched out for that purpose. Repeat this several times before you try to propel your bicycle by pressing on the pedals as they are going down. Do this gently firmly and steadily, and without jerk, and you will be surprised to find yourself coming along at a good pace.

Now you want to learn to dismount in some more dignified way than that of letting the speed slack down and tipping over sideways with one leg sticking out to break your fall.

Beginners are usually advised to learn first to dismount by the step, a process which is, of course, just the reverse of mounting, but I have usually found that when the beginner removes his left foot from the pedal and thrusts at backward to search for the step, which he cannot see, it is very apt to come in contact with the spokes of the front wheel, and even if it fails to catch in them and throw him, so frightens and disturbs him that he loses control of his machine and gets a fall. My own preference is for the pedal dismount, which may be done on either side and brings the rider into excellent position for controlling his machine after

he reaches the ground. The mechanism of this dismount is not very easy to explain, but the movement itself is simple enough, and consists merely in stepping to the ground using one of the pedals which is on the downward path, as a step. I usually begin to throw my weight upon one of the pedals just as it begins to go down, and step off just as it is at the lowest point. Of course a firm hold must be kept on the handles both during and after the dismount, or the machine may get a tumble and some damage.

There are several other mounts and dismounts which should be gradually mastered, as should also the art of riding without hands on the handle bar and with legs over the handle bar as in coasting. These and various fancy tricks have a certain practical value, not only in familiarizing the rider with his steed, but in case of accident may provide means to escape not open to one who is confined to a single method of mounting or riding.

However, these things are not for the beginner (unless in exceptional cases) and I need spend no more time over them.

Now, suppose you have learned to mount and dismount, and to guide your bicycle on a fairly smooth and level road. You want now "to take a ride." Here, as elsewhere, the motto is "go slow." Don't try to do too much at first. Practice every day, increasing the length of your journeys daily, now and then trying some hills, little ones at first and then steeper, and when you can navigate fairly well, get over a rather rough bit of road and up a rather steep hill you are ready to enter upon bicycling proper. Before you start on your first road ride, see that both your bicycle and yourself are in good order.

Of course you will wear flannel or knit merino underwear next the skin, knee breeches, long stockings, and well-made shoes. Rubber soles are not necessary, and have some serious inconveniences. A Yale shirt and a light straw hat, with at least two clean white linen handkerchiefs (one to tie around the neck if the sun shines very fiercely) complete an ideal outfit for the rider.

Now for the bicycle. Before you start go all over it and see that every nut which should be tight is tight, that the bearings are well oiled, and the excess of oil that flows over wiped off, — that your saddle bag contains an oil can well filled with good sewing machine oil, a small monkey wrench, a screw driver, a piece of soft rag and some stout twine, and (if the machine requires them) the special spanners, etc., belonging to it. See that the head is tight enough to prevent shake and loose enough to turn freely, that the pedals run freely with as little shake as possible, and that the saddle is fastened firmly just where you want it. (This will be pretty well back for the beginner, and farther forward for the more expert rider.)

If you are starting early in the morn-

ing, take a bite before you start. Never start out with an empty stomach, nor too soon after a full meal. For this early breakfast or lunch a glass of milk, some bread and butter, and some cold meat will answer well, — beer or other stimulants had better be left till after the day's work is over, and can be omitted altogether, not only without loss, but with positive gain, at least by most riders. Start early; ride during the cool of the morning. Rest say, from ten o'clock in the morning till three or four in the afternoon. Don't ride too fast, six or eight miles per hour is fast enough for a beginner. Take it easy, enjoy the scenery as you go. Eat plenty of good plain food, avoiding pork and pastry. If you perspire freely drink freely of water, but leave tea alone. This is contrary to the English instructions, but I am satisfied that for this climate it is correct.

In England the greater amount of moisture in the air prevents the rapid evaporation of sweat from the surface of the skin and the consequent drain upon the fluids of the body which in this climate must be replaced by drinking freely or distress must follow. Why tea should be recommended I am at a loss to know. I am satisfied that it is far more detrimental than coffee, and quite as bad for the health, if not for the morals, as alcoholic drinks.

When through your day's ride a bath in tepid — not cold — water and a complete change of clothing is very comforting, and after supper a mild cigar may be indulged in by the smoker with no fears of any evil consequences. Then early to bed, and rise next day with a sense of health and life entirely new and very delightful.

In conclusion, let me offer a few maxims to the beginner: —

*First.* Always look your machine over before starting, and at the close of a ride. The tightening of a single nut may save you a severe fall or some miles of walking.

*Second.* See that the contents of your tool bag are all right, and that there is plenty of oil in your oil can. Don't trust this to your memory.

*Third.* Dress properly, woollen or mixed underclothing, knee breeches and long stockings. Never ride in long trousers if you can hold it. They don't look well, and are liable to catch in some part of your machine and give you a tumble.

*Fourth.* Take it easy. Don't try to beat the record. Remember you are only a beginner. Don't race with every horse that you catch up with or that catches up with you. Don't ride up a very steep hill that takes all your strength to get up. Don't be too smart anyhow.

*Fifth.* Always dismount if a horse gets frightened and is driven by a woman or a fool. The woman is not strong enough and the fool is not smart enough to control a frightened horse. Stick up for your rights, and if any man orders you off the highway take your full half of the road and make him keep to his half.

# THE RUDGE RACER

**SELLERS AT HARTFORD, CONN., SEPT. 9, 1884,**

Rode a mile in **2 MIN. 39 SEC**, beating the World's record.

The following noted flyers also ride the RUDGE RACER:—

R. HOWELL,  
S. SELLERS,  
ELIOT NORTON,  
G. H. WAIT,  
JOHN BROOKS,

ASA DOLPH,  
LEWIS HAMILTON,  
F. WESTERVELT,  
C. H. PARSONS,  
W. M. WOODSIDE,

G. M. HENDEE,  
E. F. TRACY,  
WM. MAXWELL,  
J. H. LEWIS,  
G. D. GIDEON.

The CHAMPIONSHIPS OF ENGLAND, FRANCE, GERMANY, AMERICA, and SPAIN have all been won on the RUDGE RACER.



**AMERICAN RUDGE,**

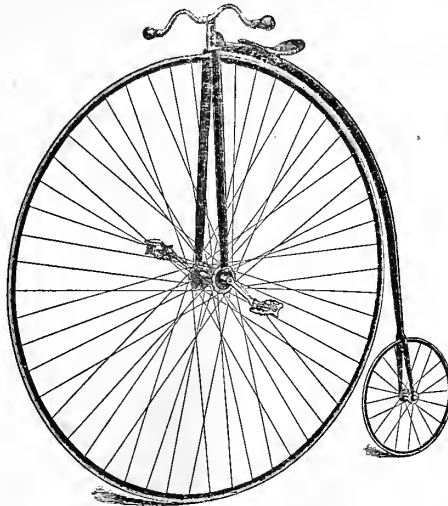
THE ONLY

FIRST-CLASS ROADSTER  
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Rudge's Unequalled Ball Bearings to both wheels.  
Hollow Forks and Backbone.  
Direct Spokes (eighty to front wheel).  
Curved Handle-Bars.  
Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



**RUDGE RACER.**

One Mile Record of the World,

**2 Min., 39 Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

Price, 50-in., Enamelled and Nickelled, \$140.



**RUDGE LIGHT ROADSTER.**

STRENGTH, LIGHTNESS, SPEED.

The first Bicycle ever ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Hardwood Step, BALL PEDALS.

Weight, 36 pounds.

Price, 50-in., Enamelled and Nickelled, \$140.

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RELIABLE AGENTS WANTED EVERYWHERE.

*Sixth.* Eat when you are hungry, drink when you are thirsty, rest when you are tired. Be courteous to all men, and kind to yourself.

#### Bicycle Touring.

MR. R. D. MEAD, captain of the Essex Club of Newark, N. J., rode on Monday of last week to Milford, Pa., *via* Dover, Branchville and Dingman's Ferry, seventy miles; on Tuesday to Mount Hope, N. J., *via* Delaware Water Gap, forty-seven miles; on Wednesday to Newark, *via* Hackettstown and Morristown, fifty-six miles; on Thursday to Bristol, Pa., *via* Plainfield, Somerville and Trenton, seventy-five miles; on Friday to Philadelphia and out on the Lancaster Pike, sixty-one miles, and on Saturday returned part of the way to Newark, thirty-six miles, making a total of 345 miles. This extraordinary riding, crossing New Jersey on three courses, was accomplished with the roads in a terribly rough condition, and deep with the dust from the long-continued drought. Messrs. Harris and Sargeant of the same club, accompanied Mr. Mead on the ride to Philadelphia.

#### One Hundred Miles in Nine Hours.

MR. STILLMAN G. WHITTAKER, of the Cambridge Club, has just made the best American road record for one hundred miles, having covered the distance in nine hours, on Wednesday, 22 October. He was checked, at various places, by the members of the Cambridge Club, and travelled over the route pursued by the club the previous Sunday, the distance at that time being measured by three cyclometers which did not vary a mile in the one hundred. His route was as follows: Left Harvard Square, at 7 A. M.; to Wellesley (10½ miles), 7.55.; to Salem (40½ miles) 10.12.; to Harvard Square (21 miles) 8.38.; to Harvard Square (60 miles), 12.8.; dinner, 26m.; to Salem (79½ miles), 2.16.; to Gloucester (100 miles), 4 P. M. Time, 9h.; riding time, 8h. 6m. He rode a Royal Mail, 52-inch.

#### Gloucester.

I'm afraid our locality will indeed drop out entirely from the memory of the wheeling fraternity, unless some one takes the liberty of sending an occasional line to the "WORLD," and thereby keep Gloucester and its surroundings on the little bicycling footing it has maintained since 1878. In that year the first wheel came to this city, and the writer was the happy owner thereof. I could relate many interesting items concerning that purchase. How I wished my \$100 dollars back when I returned from my first five-mile trip. I really began to imagine I had made a great mistake. With no companion 'cycler I was loth to attempt even a ten-mile run, until I had the good luck to meet the genial Weston, who in company with four others made the trip

to this city in the summer of '78. I began to realize the pleasures of bicycling then, and never failed to enjoy the quiet after supper run during the entire summer months. A. F. Dodd, a good-souled and agreeable fellow, next purchased a wheel, and together we made many happy journeys, — a favorite trip being to Beverly, and thence home by way of Wenham and the Chebacco Lakes. There are about twenty-six wheelmen now in town, including a couple of tricyclers. I made considerable effort to form a club last summer, issued calls for a meeting, and placed local notices in our several newspapers, and as a result but eight men put in appearance, which included two visiting wheelmen from out of town and myself. The idea of a bicycle club in Gloucester may as well be given up for the present; the time has not yet arrived for a successful organization.

The bicycles of Gloucester should be photographed in a group (with three or four exceptions), and a sample copy sent to every well standing bicycle club in the county as a matter of record.

Messrs. Parsons, Pearce, and Hanson, all members of L. A. W. and L. E. C. W. are good strong riders, just the right men to push and extend all matters relating to the pursuit of bicycling as a pastime and pleasure, and yet we cannot induce them to think for one moment of the possibility of a club in Gloucester. But I must not dwell further upon this topic, for I fear the action of the blue pencil, which I know you will be tempted to use. The recent visit of the Cambridge Bicycle Club with guests, including representatives from Charlestown Massachusetts, Wakefield and Chelsea Clubs was a most enjoyable occasion, and no doubt the participants had a right royal time. I understand the Cambridge boys will repeat the visit about the middle of November.

I met Still Whittaker last week here in town; he had terminated a one-hundred mile run, and if my figures are correct, the record for that distance was broken, and in remarkably fast time. Whittaker left Harvard square at seven o'clock, and rode to Wellesley and return (twenty-two miles) thence to Salem and return (sixty-two miles), thence to Gloucester (ninety-nine miles), reaching this city at 3.50. Some one suggested that he hardly covered the actual one hundred miles, and to fully satisfy the party, and more probably himself, Whittaker rode out to the school-house on the Manchester road three quarters of a mile) and returned to the Gloucester Hotel at 4 P. M. exactly, giving him a full one hundred miles with one and a half to spare. Whittaker looked fairly well, and no doubt could have returned to Cambridge on the wheel had he been so disposed.

It is rumored in town that the genial landlord Smith of the Gloucester Hotel will lease the Pavilion Hotel next summer. If this turns out true, the house will become a L. A. W. and C. T. C.

hotel, and will be one of the finest along the North shore.

I would advise wheelmen returning home from Gloucester to occasionally take the way back *via* Essex and Hamilton; the roads are generally in good condition, and the trip is one of much enjoyment.

JOHN S. WEBBER, JR.

GLoucester, MASS., 27 October, 1884.

#### CURRENTS CALAMO

A CARDIGAN jacket under the coat will keep you warm during this cool weather.

HORSE tracks are used for wheel racing in every part of the country except Boston. Here we have three good horse tracks and no step has ever been taken to prepare them for wheel racing. The Lynn clubs found a good track in Saugus last week, and the success of the first meet there will lead to others.

EXCUSE a little conceit, but they do say that the WORLD grows better and better every day. That's our aim, and we are glad that our efforts are appreciated.

OUR advertisers appreciate the value of the WORLD as a medium, as may be seen by the liberal patronage bestowed upon us. The Pope Manufacturing Company increase their space to a full page this week.

THE N. C. U. officials seem to have pocketed the request of the L. A. W. officials that justice may be meted out to "Doodle" Robinson, for it has never got beyond the secretary. The secretary was the man to whom Robinson referred as his special friend while he was in America.

At the reception recently held by the Ixion Club, the members contributed their trophies for a grand display. Over fifty medals were shown on a large plush shield.

FORTY members of the Ladies' Tricycle Club, of New York, recently responded to a call for a club run. The club numbers fifty members.

THE political conundrum will be solved ere we meet again.

THE *Northern Athlete* has been discontinued. It had a short life, but a creditable one.

OUR volume just completed numbers nearly a hundred pages more than the preceding volume.

THE Salem Club will make a try for the one-hundred mile record next Saturday. Five Butcher cyclometers have been furnished the members.

THE Cambridge Club tops the one hundred mile road record, and brings it down to nine hours.

THE *Amateur Athlete* is worried because the WORLD keeps its old firm name. When the proprietors get ready to change it they will do so.

By the way, at the last Massachusetts division meeting, the chief consul was instructed to call a run and business

meeting. Has this been done? If not, why not?

CARRIAGES ought to be compelled to carry lamps. Night riding is often rendered dangerous by one's inability to exactly locate an approaching team. This is especially so when neither 'cycle nor carriage has a light.

MR. F. TURREY, of the Sunderland Wanderers, of England, recently rode two hundred and twelve miles in twenty-three and a half hours, on a Kangaroo, geared up to sixty-one inches.

THE profits of the English championships presented by the N. C. U. last year, were about \$700.

THE French tricycle road record for twenty-four hours of three hundred and thirty-nine kilometres is held by M. Rousett on a Coventry Rotary.

VERMONT and the District of Columbia propose to form divisions of the L. A. W. This will make sixteen divisions.

THE League has nearly reached a membership of 5,000.

ON 27 August James Copeland, of the Sydney Bicycle Club, of Australia, successfully completed the first overland trip from Sydney to Melbourne, on a tricycle in 12 days 9 hours. The average travelling was fifty miles a day. The record must be considered as excellent, weather, wind, and roads being against the making of good time. The climb of the steep Razor Back, seven miles, took four hours.

A FRENCH tricyclist named Rousett has just performed a noteworthy feat. In 24 hours, comprising time for rest, he made the distance from Pau to Aire and back on a tricycle, accompanied by Prince Soltykoff. The double journey represents a ride of 340 kilometres (211 miles). M. Rousett is over fifty years of age.

MOTTO for wheelmen in search of a mount: Tri. before you bi.

THE N. C. U. thus defines a "novice": "A novice, or person eligible to compete in a 'novice's' or 'maiden race,' is a rider who has never, up to the time of starting in such a race, won any prize in any 'cycling race other than a race confined to members of his club. In any qualified novice's race, such as a race open to those who have not won a first prize, the definition of novice, as contained in the foregoing definition shall still be held to apply, so far as circumstances admit."

We noted the fact last week that the English wheelmen were talking of allowing a push-off for tricycles, and calling for a new measurement of bicycle tracks for tricycle races. Both propositions were defeated by a large majority at the meeting of the N. C. U., a report of which has just reached us.

THE Digestine Company of Lynn, has conferred another boon to 'cyclers in putting out a road map of Worcester County, which shows all the roads, and sells for twenty-five cents.

THIS comes from an agent, and contains a moral:—

The editor now wildly tramps  
And rends his raiment in despair.  
For lo! the agent sends him stamps  
Of large denominations, rare.

Nay, sooth thy raging fiery sweat,  
Regain thy calm and peaceful mien.  
The agent's steeped in deep regret  
And never will do so again.

THE *Canadian Wheelman* opens the second volume under new management, and with a new heading. W. Kingsley Evans, of London is the editor, and he is aided by a corps of very able assistants. The paper is bright, newsy and progressive. May success go with it.

THE Montreal Club gave a very successful lantern procession last month. Eighty-seven men turned out, and the streets were thronged to see them.

ARTICLE II, of the Constitution of the National Association of Amateur Athletes of America; reads as follows: "The object of this association shall be the protection of the mutual interests of its members, and the advancement and improvement of amateur athletic sports." The first clause of this schedule has not as yet reached a full fruition, and meanwhile many of the associate clubs have found not only their mutual interests but themselves, "protected" out of existence. For this partial failure ample atonement is made by the unalloyed success attending the Association's endeavor to "advance and improve amateur athletic sports." The associate clubs have "advanced and improved" their games by adding to their programmes, in swift succession, such advanced and improved events as professional exhibitions, egg and ladle races, and dog races; and finally, the shivering three hundred who visited the grounds of the Williamsburgh Athletic Club, last Saturday, were regaled with the edifying spectacle of the President of the National Association of Amateur Athletes of America acting as referee of a greased pig race, given by his own club, on their own grounds, at their regular fall meeting. One thing only is yet lacking. At the next games let there be a contest, open only to members of the Executive Committee, at that grand old game, "grinning through a horse collar." Then will American amateur athletic sports have been advanced and improved up to the level of dog fights and target company picnics, and the glorious mission of the National Association of Amateur Athletes of America be abundantly fulfilled. — *Spirit of the Times*.

THE *Canadian Wheelman* has come to life after a long sleep. Its rest seems to have done it a world of good, as a vast improvement is shown over its former issues. It tackles the question of "professionalism" the first thing, and says, let us keep ourselves "above suspicion." That is just what every kept amateur is trying to do.

THE *Montreal Herald* calls W. G. Ross the Maud S. of wheelmen. There is not much Maud S. ty about that.

WHEN it is settled who ought to pay for the League's mucilage, perhaps some

work will be done to benefit the cause of 'cycling.

IN the novel "A Grape from a Thorn," by James Payn, the author describes a wayside inn at the top of a hill in Devonshire. Speaking of those who called for refreshment, he says: "Some of these callers came up the hill on bicycles, with tedious toil, like flies escaping from a saucer of milk; and the contrast between the rate of their arrival and that of their departure, when, after the shandigaff, they shot down the hill, was very striking."

A. G. SPALDING & BRO., bicycle dealers, of Chicago, Ill., were burned out last Sunday, and sustained a loss of nearly \$100,000 in sporting goods, bicycles, etc.

THE election returns will be posted at the Boston club-house Tuesday evening next.

MISS FLORENCE FULLER, of the Dearborn 'Cycling Club, Chicago, has a record of over 1,000 miles on her tricycle. She expects to reach 2,000 before the snow flies.

A HARTFORD jewelry firm has just finished a beautiful trophy of gold, valued at \$50, to be presented to Mr. Sellers, the English bicyclist, who beat the bicycle record of the world at Charter Oak Park, at the September tournament. It will be sent to Mr. Sellers, by express, to England.

WITH this number we close the ninth volume of the BICYCLING WORLD, and next week we shall arrive at two figures.

## RACING NEWS

CLEVELAND, Ohio, 16 October. Fall races of the Cleveland Bicycle Club. One-mile club championship, George Collister, w. o. 3.18 $\frac{3}{4}$ . Five mile club championship, J. D. Pugh, Jr (1), 18.29 $\frac{1}{2}$ ; A. E. Sprackling (2), 18.40. Half-mile, 2 in 3, F. P. Root, first and final heat, 1, 1.30 $\frac{3}{4}$ , 1.36 $\frac{1}{4}$ ; W. F. Knapp, second in first and final, 1.31 $\frac{1}{2}$ ; 1.37 $\frac{1}{2}$ ; George E. Thackray, first in second, 1.38 $\frac{3}{4}$ . Quarter mile, 2 in three. W. F. Knapp, first in final, second in first, 44, 43 $\frac{1}{2}$ ; F. P. Root, second in final, first in first, 44 $\frac{3}{4}$ , 43; Karl Pardee, first in second, 49 $\frac{1}{2}$ . One mile, time, 3.45, H. E. Rose (1), 3.59 $\frac{1}{4}$ . One mile, W. F. Knapp (1), 3.27 $\frac{1}{2}$ ; F. P. Root (2), 3.27 $\frac{3}{4}$ . Two-mile record, George Collister (1), 6.54 $\frac{1}{4}$ ; A. E. Sprackling (2), 7.01. One hundred yards run, F. W. Douglass (1), 11 $\frac{3}{4}$ . E. Henderson (2), 12. One mile tug of war, J. D. Pugh, Jr. (1), 3.14 $\frac{3}{4}$ ; A. E. Sprackling (2), 3.27 $\frac{1}{4}$ . One-mile consolation, M. M. Jones (1), 3.32 $\frac{1}{4}$ ; Alfred Ely (2). The weather was cold and windy, and only about four hundred people witnessed the races, which were very close and exciting.

SAUGUS, 2 October. A bicycle tournament under the auspices of the Lynn bicycle clubs took place at Franklin Trotting Park, Saugus, this Friday afternoon, a large number of riders being in attend-



ance. The result of the several races was as follows:—

For the one-mile race, open to Lynn clubs, prizes a silver ice pitcher and gold ring, the entries were George E. Cain, F. F. Richards. A. W. Fuller and Charles Whitten. Whitten took the first prize in 3m. 16½s., Richards second.

In the one-mile race without hands, prizes a stop watch and silver gilt card basket, Burnham took first prize in 3m. 36s., Whitten second.

For the five-mile amateur record race, prizes, a French clock, silver syrup pitcher and silver pickle jar. Entries, E. P. Burnham, of Newton, William Rowe, of Beverly, F. P. Ingalls, of Salem, and C. E. Whitten of Lynn entered. Burnham took first prize; time, 17m. 21½s.; Ingalls second and Whitten third.

The two mile handicap, prize, a silver cake basket, gold ring and silver napkin ring, had as entries Edward Bailey and G. Butler, Lynn, two hundred and fifty yards each, W. Marshall, two hundred and fifty yards, and G. Whittaker, scratch. Whittaker took first prize in 6m. 30s.; Marshall second and Butler third.

The one-mile amateur, 3.20 class, best two in three heats, prizes a gold watch chain and silver butter dish, was contested by S. G. Whittaker of Cambridge, Frank Foster, of Beverly, William Rowe of Beverly, C. E. Whitten of Lynn, W. W. Marshall, of Beverly, and F. F. Richards of Lynn. S. G. Whitten won the first heat in 3m. 10½s.; William Rowe took the second and third heats in 3m. 13½s. and 3m. 15s. respectively. Whittaker took second prize.

BANGOR, 22 October. — Tournament of the Pine Tree Wheel Club. The festivities commenced with a parade through the streets, and a run to Pushau Pond. In the afternoon the races occurred at Maplewood:

Half-mile, two in three. The first heat was won by Mr. C. S. Maynard in 1m. 52s.; C. H. Crosby (2); F. H. Cutter (3); O. B. Humphrey (4). The second heat was won by Mr. F. B. Cutler in 1m. 48s.; Crosby (2); Goodnow (3); Maynard (4). The third heat and the race was won by Mr. C. S. Maynard, in 1m. 47s.; Cutler (2); Crosby (3). The second event was to show which rider could go one-half mile in a time that should be nearest equal to three three minutes. Mr. C. H. Crosby made the half-mile in exactly three minutes. There were six others who attempted this, and they finished in periods varying slightly from this. The next race was the one-mile handicap, which was won by Mr. F. L. Goodwin in 3m. 45s., with Herrick (2), and Young (3). The 100-yard slow race was won by Mr. O. B. Humphrey, there being four other starters. The half-mile boys' race was won by Holt in 2m. 46s., French (2); Dennett (3).

In the evening the new club rooms were dedicated. The rooms consist of a large parlor and a hall in the upper story of Kenduskeag Block, both of which

have been lately fitted up. The parlor has been carpeted, painted, and papered and elegantly furnished. On the stage of the hall there was a large display of bicycles, and in contrast to these was placed the old-fashioned velocipede. The exercises were of a very pleasant nature: The rooms were crowded with the many friends of the club, all of whom had a very enjoyable time. The following was the programme: Prayer by Rev. H. N. Harriman; music by the Pine Tree Wheel Club Octette; remarks by the president, Mr. Charles S. Maynard; song by Miss Leavitt; secretary's report; cornet solo by Mr. Edward Adams; address by John L. Crosby, Esq.; duet by Miss Ross and Mr. Boyd. After these exercises were finished, an informal reception was held, and those who wished enjoyed several dances.

HENDEE'S RECORD. — In reporting the attempt of Hendee to break the record last week, we credited him with one quarter mile in 38m. 5s., which was an absurd typographical error. 38½s. was intended. We should have given him credit for the world's record for three quarter mile, 1.59, which he succeeded in grasping. As the run was made against a very heavy wind the feat was very creditable. In his attempt to beat the five-mile record Hendee was met with a stronger wind than on the previous day. He was timed as follows: One mile, 2.51; two miles, 5.51½; three miles, 8.55; four miles, 12.2; five miles, 15.3.

THE IXION ROAD RACE. — The third annual road race of this club will take place on 4 November, — election day, — same being for the bicycle and tricycle championship of the club, the course being one of fifteen miles, from the city proper to Yonkers. The record for the distance at the last years' race was 1h. 4m., made by Roland G. Rood; it is confidently expected that it will be lowered this year. The medal for the championship is one of elegant design and workmanship, and is arranged so that a cross-bar is added to it each year with the name and time of the winner. When won three times by the same man it becomes his property. After the race a dinner will be served (according to previous custom) at the Mansion House in Yonkers.

ORANGE WANDERERS' ROAD RACE. — The Wanderers held a ten-mile handicap for club members, on Saturday, 25 October, at 4 P. M. Of the following entries: B. W. Franklin, H. B. Thomas, Premier Sociable, 8m.; H. S. Barnes, Facile, 4m.; H. C. Douglas, Humber tricycle, 3m.; F. T. Browning, Light Rudge, 1m.; Harry Wells, Columbia, 1m.; C. R. Browning, Yale, scratch; J. W. Smith, L. H. Johnson, Humber Tandem, scratch. Messrs. Douglas, F. T. Browning, Wells, Smith and Johnson, faced the starter and were dispatched promptly on their respective starts. At Grove street, two miles from the starting point, Browning who had been passed by Wells, retired, the latter

going in hot pursuit of the tricyclist whom he caught and passed at three and a half miles. In the mean time the scratch men who were riding strongly and well, pulled up and took the lead; reaching the five-mile post in 19.33 and finishing in 39.38½. Wells second, in 41.10. The medals were presented by a lady member of the club. Mr. P. A. Wolcott and Dr. A. H. Johnson were timers, while Mr. W. H. Belcher checked the riders at half distance. The course, a circular one, over the Orange macadams, had been carefully measured and was known to be correct. A stiff, cold west wind blew throughout the race, greatly impeding the contestants over half their journey. The winners rode a 44-inch Humber Tandem tricycle geared to fifty-seven and a half inches, and weighing ninety-eight pounds.

NORTHAMPTON, MASS. — The Northampton (Mass.) Bicycle Club recently held its first road race, riding from Northampton to Springfield and return. The distance according to Butcher cyclo-meter is thirty-three and one half miles. There were four starters: E. E. Davis, C. H. Howard, L. L. Campbell and W. L. Larkin. Davis won in 3h. 26½m.; Howard second, in 3h. 49½m.; Larkin third, in 3.56. Campbell was taken with the cramp in his left arm, and dropped out on return trip, and took it easy. The wind was strong against them on home trip.

NEW YORK, 25 October. — Columbia College sports. Two-mile bicycle handicap, — D. H. Renton, 230 yards (1), 7m. 34½s.

ITHACA, N. Y., 25 October. — Cornell University sports. Half-mile bicycle race, Howard, '86 (1), 1m. 45s. Two miles, Howard (1), 7m. 56½s.

CAMBRIDGE, 25 October. — Harvard University sports. Two-mile bicycle handicap, — F. L. Dean, '88 (scratch), competed with J. A. Bailey, '88 (350 yards). Bailey, who rode a Star machine, kept ahead until within ten yards, when Dean shot ahead and won by four feet in 7m. 7½s.

CAMBRIDGE, 23 October, Fall sports of the Freshman class at Harvard College. Two mile bicycle race, F. L. Dean (1), 7.27; J. O. Baily (2) by twenty yards.

A KANSAS CITY paper states that W. J. Morgan attempted to enter the amateur races at the fair under the guise of W. J. Johnson. He presented an affidavit that he had never participated in a professional race, but his trick was unsuccessful.

THE championship of Paris races at the Jardin des Tuilleries, for the benefit of the cholera victims of Marseilles and Toulon, took place 28 September, and, unfortunately, the projectors made a financial failure. The track was rough and loose, causing many falls. The results: Junior championships, six and one quarter miles. M. Lourbadere (1), 21m. 41s. Senior championship, six and one quarter miles, P. Medinor, 1h. 21m. 42s.

The Beloit, Wis. Bicycle Club will hold their first annual meet and tournament at the Driving Park, 7 November. There will be races, professional and amateur during the day, and a reception in the evening.

### WHEEL CLUB DOINGS

THE Yale College Bicycle Club held its first meeting of the season 17 October. Five members lost to it by the graduation of the class of 1884 have been replaced by six men admitted from the class of 1888. Runs will be held this fall as heretofore, and a tournament will probably be held in the spring. The number of riders is now thirty.

THE Ixion Bicycle Club formally opened its new club house at No. 2 East Sixtieth street last week, and the rooms were thronged by uniformed bicyclists and their lady friends.

HUNTINGDON (Penn) CLUB. — Organized 7 October. Officers: Fred Snare, president; D. S. Drake, secretary and treasurer; C. Herbert Miller, captain; C. R. Gillman, sub captain; Robt. E. Brown, bugler.

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Connecticut. — F. A. Jack-on, P. O. Box 429, New Haven.

Illinois. — N. H. Van Sicklen, 161 Wabash avenue, Chicago.

Massachusetts. — H. W. Williams, 258 Washington street, Boston.

New Hampshire. — W. V. Gilman, R. C. Nashua.

New Jersey. — Dr. G. F. Marsden, Red Bank.

New York. — Dr. A. G. Coleman, Canandaigua.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — G. D. Gideon, 1725 No. 21st street, Philadelphia.

Rhode Island. — J. A. Cross, Valley Mills, Providence.

Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication,

each of the following applicants are considered provisionally elected): W. M. Bremer, Newton Highlands, Mass.; W. H. Hecox, Jr., 29 Chestnut street, Binghamton, N. Y.

APPOINTMENT. — Consul for Randolph, Mass.; Dr. W. G. Kendall, Main street.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B. — Consuls wanted in every city and town in Canada.

### TO CORRESPONDENTS

A. C. — No.

N. E. H. — We will try and be with you.

CLUB. — We do not place club runs nor social events in our "Fixtures."

AM. B. — The first edition of the *American Bicyclist* contains the meat of the whole work. The additional matter in the second edition is of little account at this date.

F. G. — Yes; we allow a commission to agents; and among our agents we count nearly every bicycle dealer in the country.

J. M. S. — We do not care to go into a discussion of the thing.

E. D. — L. H. JOHNSON holds the long-distance tricycle record at 127 miles.

RIDER. — The racing board of the L. A. W. makes no account of road records.

WRITER. — If you had enclosed a stamp he would have replied to you. The officials get no compensation, and it is manifestly unfair for you to expect him to give you his time and experience, and also pay for the correspondence. Always enclose a stamp.

L. A. W. — Mr. Aaron is the editor, and is a wheelman. The *Paird Bros.* merely print what he sends them. They have nothing to do with what appears in the columns of the *Gazette*.

J. V. S. — We try to give as little as possible. Our paper has been the only medium wherein all sides could be heard, and this may account for what we have given you in the past.

MONARCH. — The Monarch stirrup pedals hang about six inches below the crank and the action of the crank is direct. The pedal allows a lower seat than can be had in other direct-driving machines, and an advantage is claimed from the fact that the dead point can be easily got over by the natural play of the foot in its forward and backward swing on the stirrup.

TRICYCLE. — Mr. Lamson makes his luggage carrier in a larger size which is specially adapted for use on the Victor tricycle.

TRI. — A lady can use a central-geared tricycle, at least, they are not uncommon in England.

CLUB MEMBERS. — We would recommend a Royal Salvo for a club sociable. It is a strong and reliable machine and not too heavy for such general hard usage.

RACER. — We do not think the Kangaroo should be barred out of bicycle races.

F. E. HUNT — A mixture of four parts lard-oil and one part kerosene oil, 165° test, makes a good burning oil for a bicycle lamp. For each pint of the oil add one ounce of camphor gum, dissolved in the kerosene before adding the lard oil.

W. K. EVANS. — 152 Fleet street, London, England.

ENAMEL. — Harrington's is the best. You can get a bottle of Ardill's enamel and apply it yourself easily.

VERY TIRED. — We are very tired when we get anonymous correspondence and the W. P. B. finds itself encumbered.

J. T. FULCHER. — See our issue for 18 January last for cut and description of tandem bicycle.

LILLIBRIDGE BROS. — Have n't been able to give your saddle the trial we hope to. Will do so soon. Glad you are doing so well.

W. C. MARSH. — Yours is the first thing in the way of official information we have had. We have hesitated to base any comments on rumor. Thanks.

WHEELMAN. — Thanks for correction. We had not noticed it. Of course it was a typographical error.

IXION. — Thanks. Would like to, but can't. Consider us there in spirit.

CLIP. — Many have been misled as you have. The umbrella clip carries a folded umbrella clasped to the trail rod. We think there would be a demand for a scket which would hold an open umbrella over the head of the rider. One of the flat Japanese umbrellas would take little wind, and with the wind behind it, might be used as a sail.

SPOKE. — The spokes sustain a tensile strain. If you take a hoop and press down upon it the sides will bulge out. The work of the spoke is to keep the wheel true and prevent this bulging. Therefore the spoke pulls. It does not support.

H. M. G. — If you cannot turn the bolt for fear of destroying the thread of the screw, wind a strap around it, draw it tight and pull on it. You will find that you can easily turn the bolt in this way.

C. J. K. — (1) We do not remember the article referred to; if you can please send us a more particular description, and we will try and answer your query. (2) We know of no way to stop a side shake when the bearings are tight. The bearing itself may be loose at the forks, or the bearing collar may be loose on the axle, or the bearing may be worn to such an extent that all power of adjustment is gone. A new set of balls might be an aid, or perhaps an entirely new bearing will be necessary. If you cannot tell what the difficulty is take your machine to a repairer.

H. S. K. — Thanks for services offered. Have sent paper.

G. W. T. — Have used what you sent us. Thanks.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

54-INCH RUDGE RACER, GOOD AS NEW; also thirty machines, all bargains; stamp for list. FRED. P. EDMANS & CO., Troy, N. Y.

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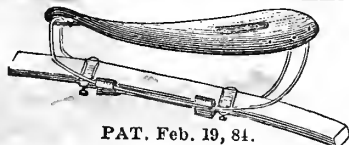
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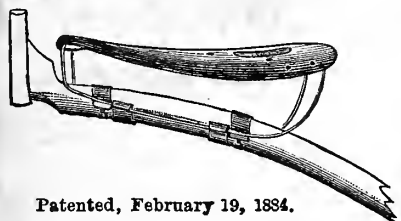
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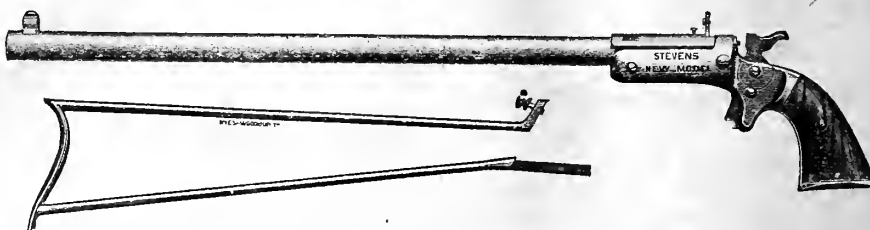
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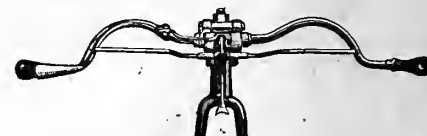
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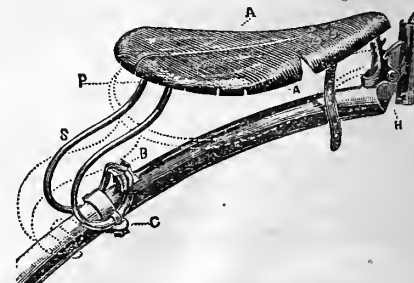
Will allow the rider to strike on his feet when thrown from his machine.

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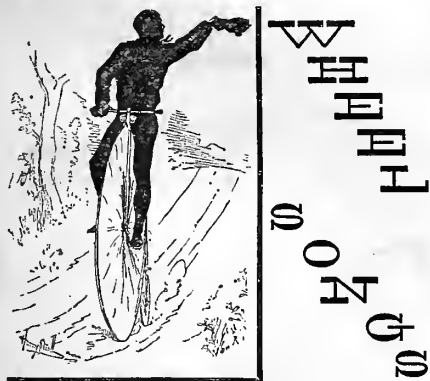
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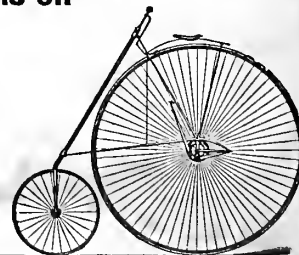
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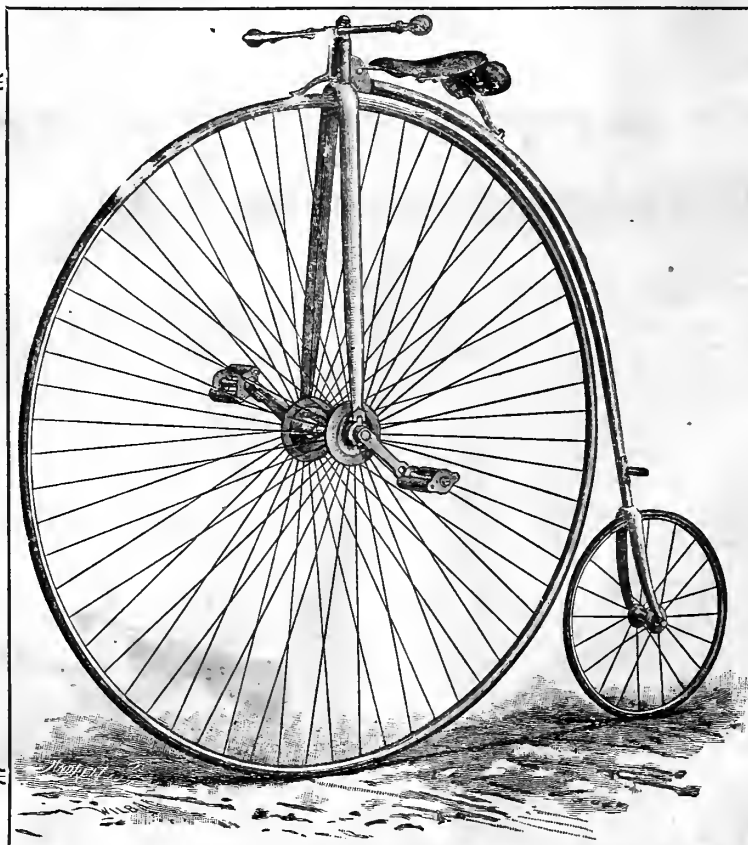
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